

BUILDING HEIGHT LEGEND

HOTEL TOWER A	17'
HOTEL TOWER B	24'
EXISTING HOTEL	95'
BALLROOM	24'
CONVENTION CENTER	40'
PREFUNCTION	24'
MEETING/CONFERENCE CENTER	40'
MISSION BALLROOM	24'
TENNIS COURTS	57'
LOUNGE/DINING PAVILION	27'
RECEPTION	27'
SOUTHEAST PARKING STRUCTURE	75'
NORTHWEST PARKING STRUCTURE	42'
NORTHEAST PARKING STRUCTURE	17' & 37'

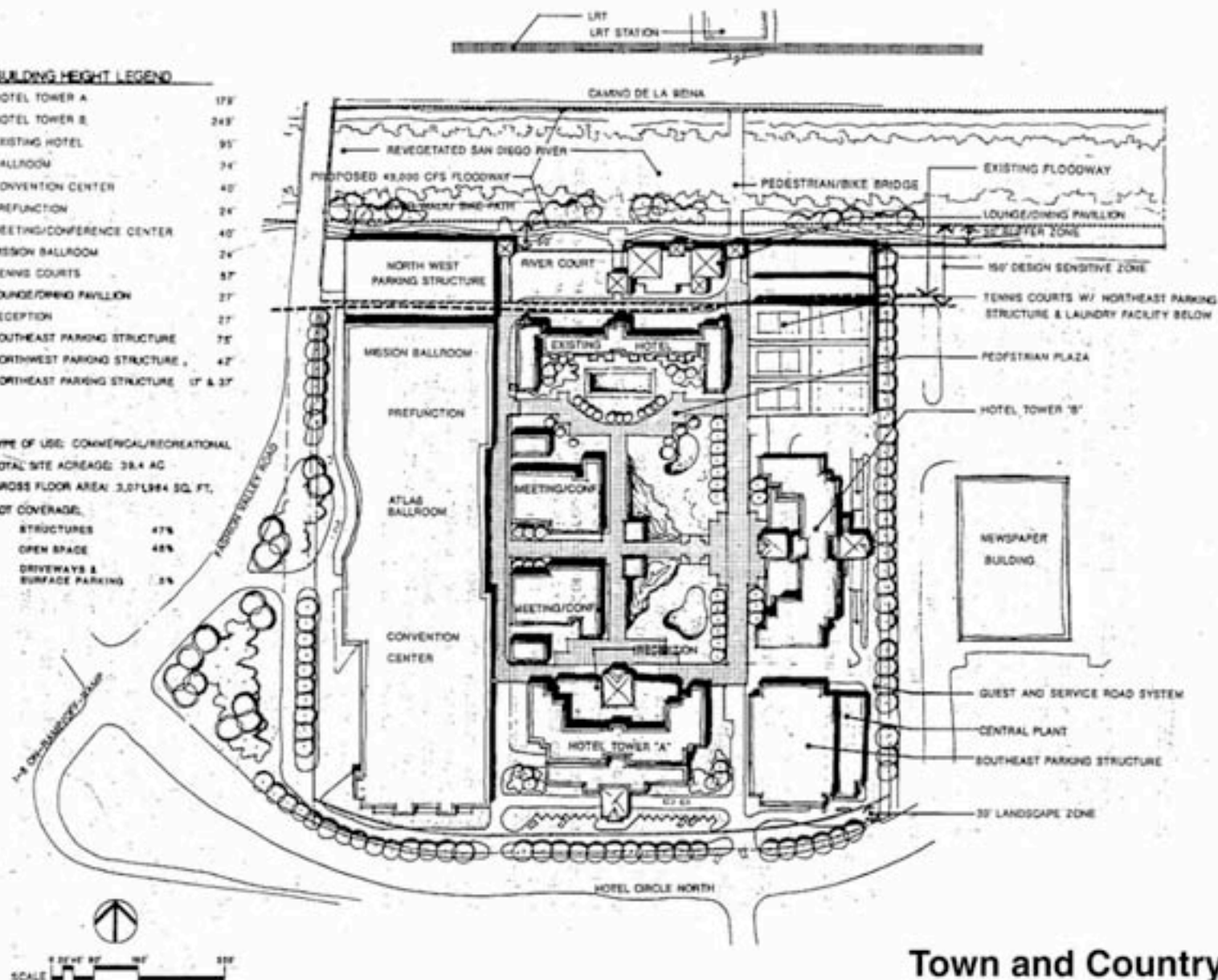
TYPE OF USE: COMMERCIAL/RECREATIONAL

TOTAL SITE ACREAGE: 38.4 AC

GROSS FLOOR AREA: 3,071,984 SQ. FT.

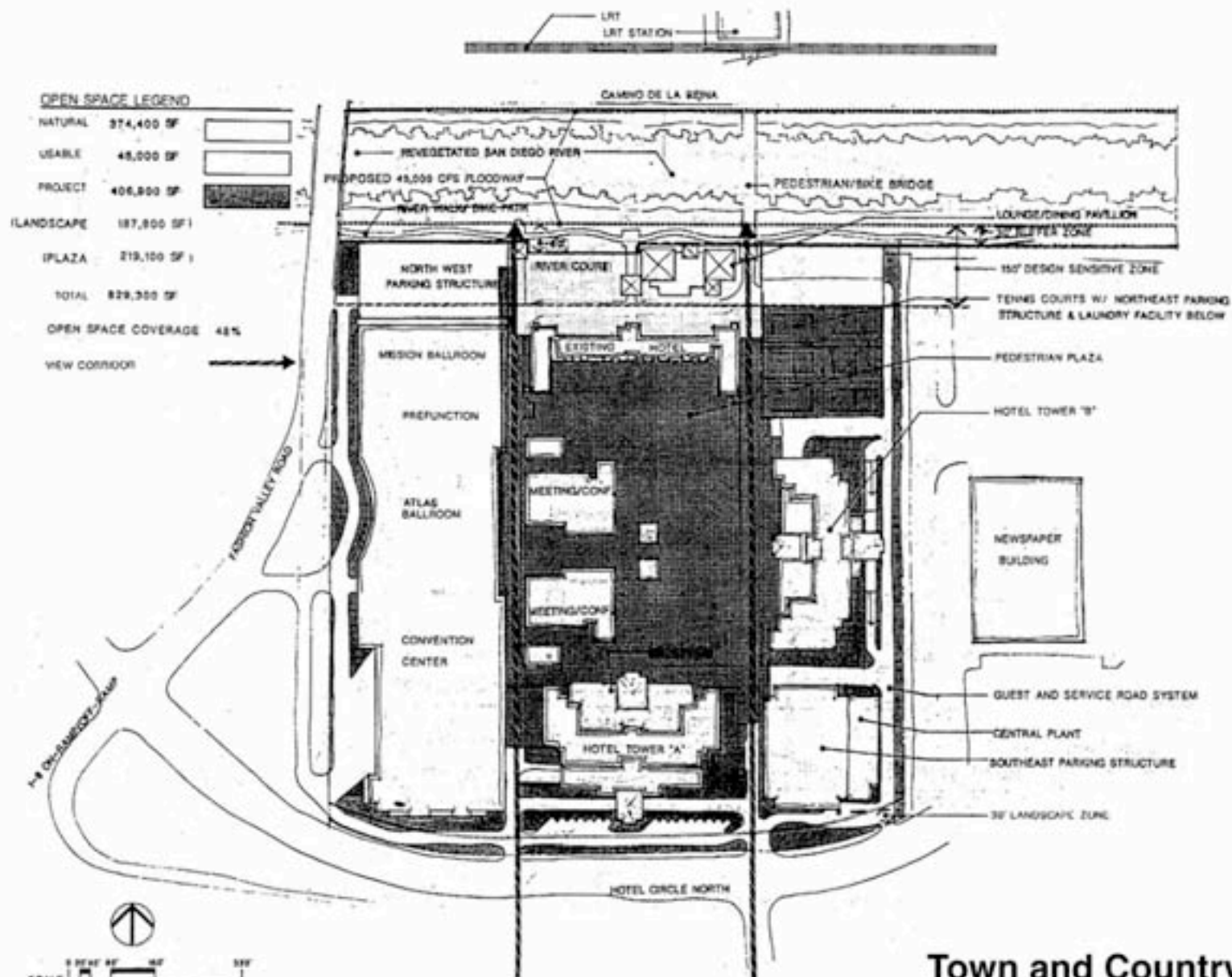
LOT COVERAGE:

STRUCTURES	47%
OPEN SPACE	46%
DRIVEWAYS & SURFACE PARKING	7%

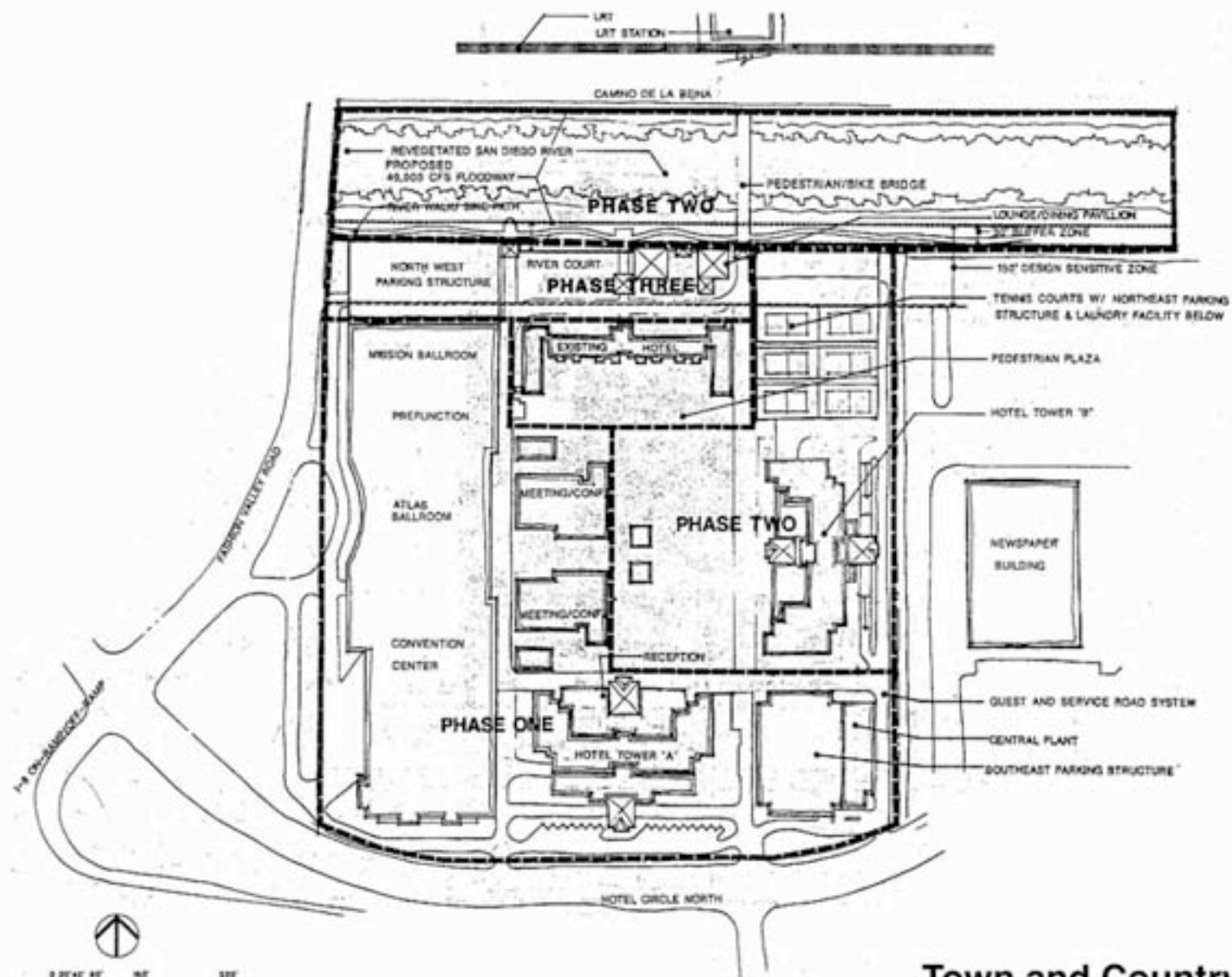


**Town and Country
Schematic Site Plan
Atlas Specific Plan**

30
FIGURE



**Town and Country
Conceptual Open Space Plan
Atlas Specific Plan**



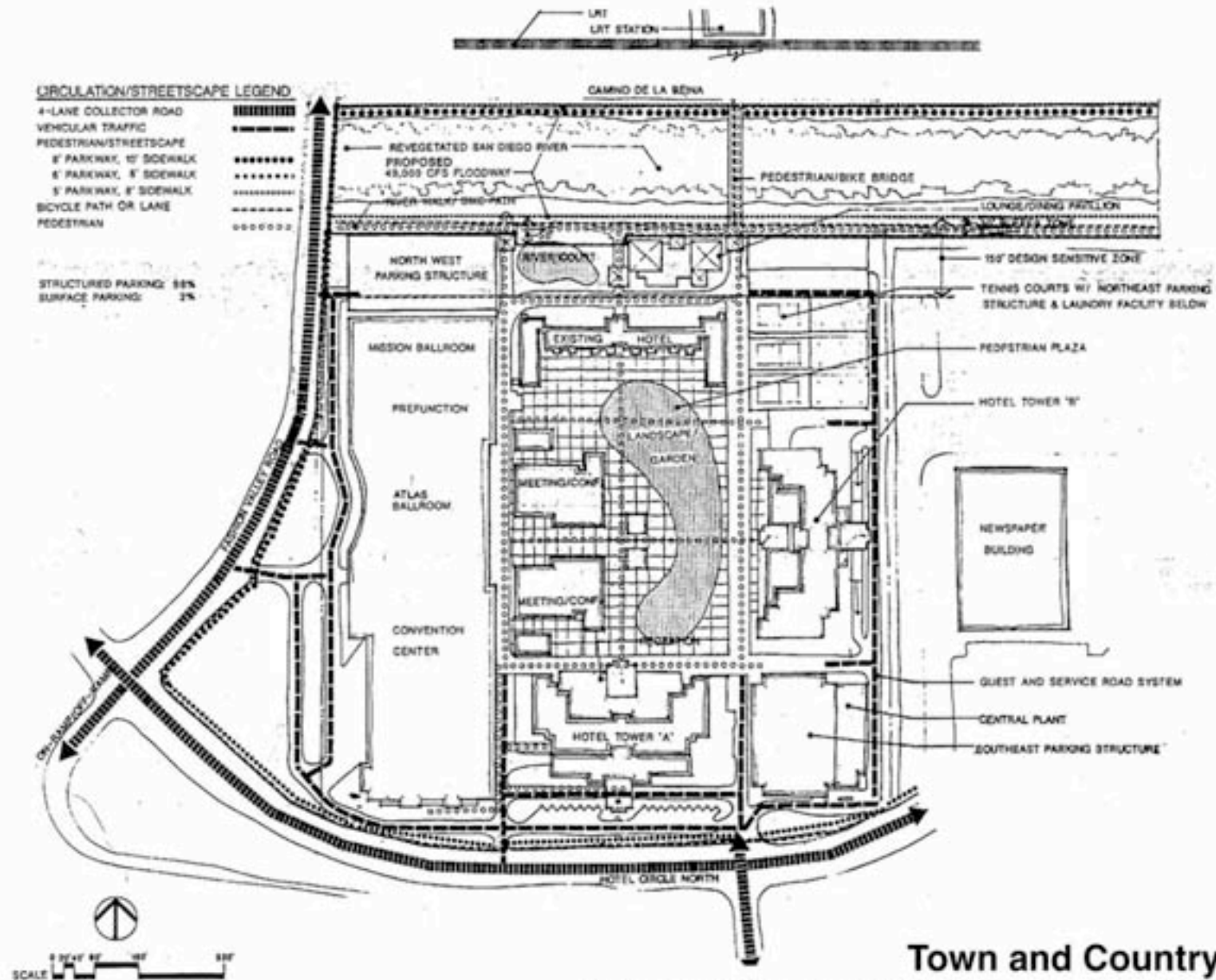
**Town and Country
Phasing Site Plan**
Atlas Specific Plan

32
FIGURE

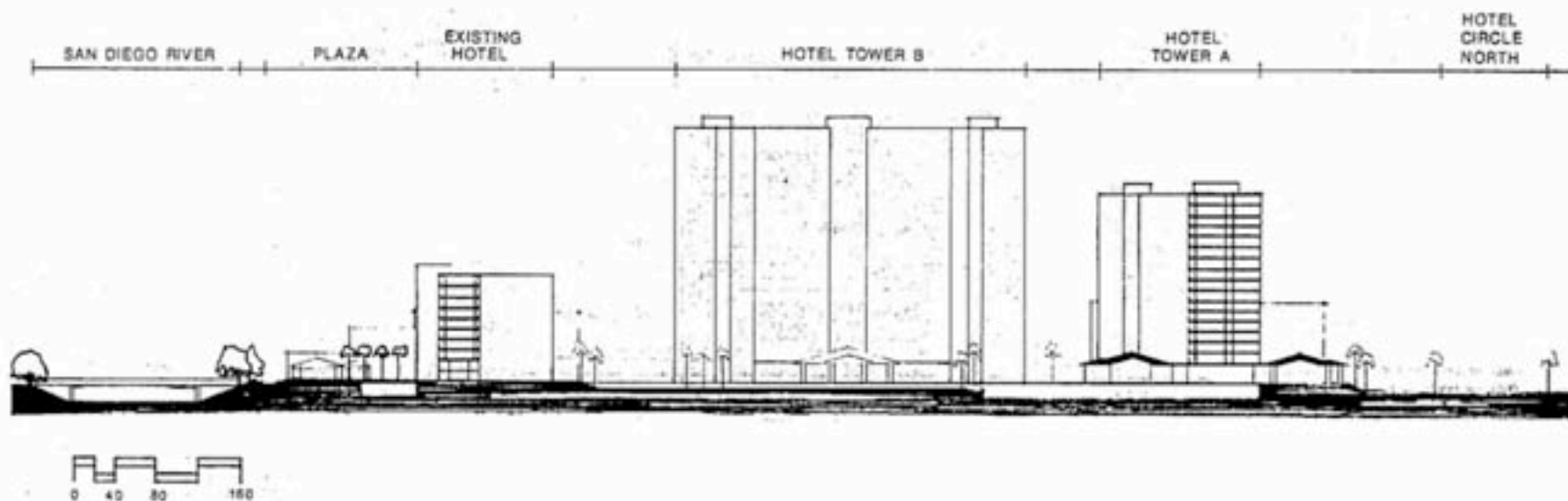
CIRCULATION/STREETSCAPE LEGEND

4-LANE COLLECTOR ROAD
VEHICULAR TRAFFIC
PEDESTRIAN/STREETSCAPE
8' PARKWAY, 10' SIDEWALK
8' PARKWAY, 8' SIDEWALK
5' PARKWAY, 8' SIDEWALK
BICYCLE PATH OR LANE
PEDESTRIAN

STRUCTURED PARKING: 85%
SURFACE PARKING: 15%



**Town and Country
Circulation and Streetscape Site Plan**
Atlas Specific Plan

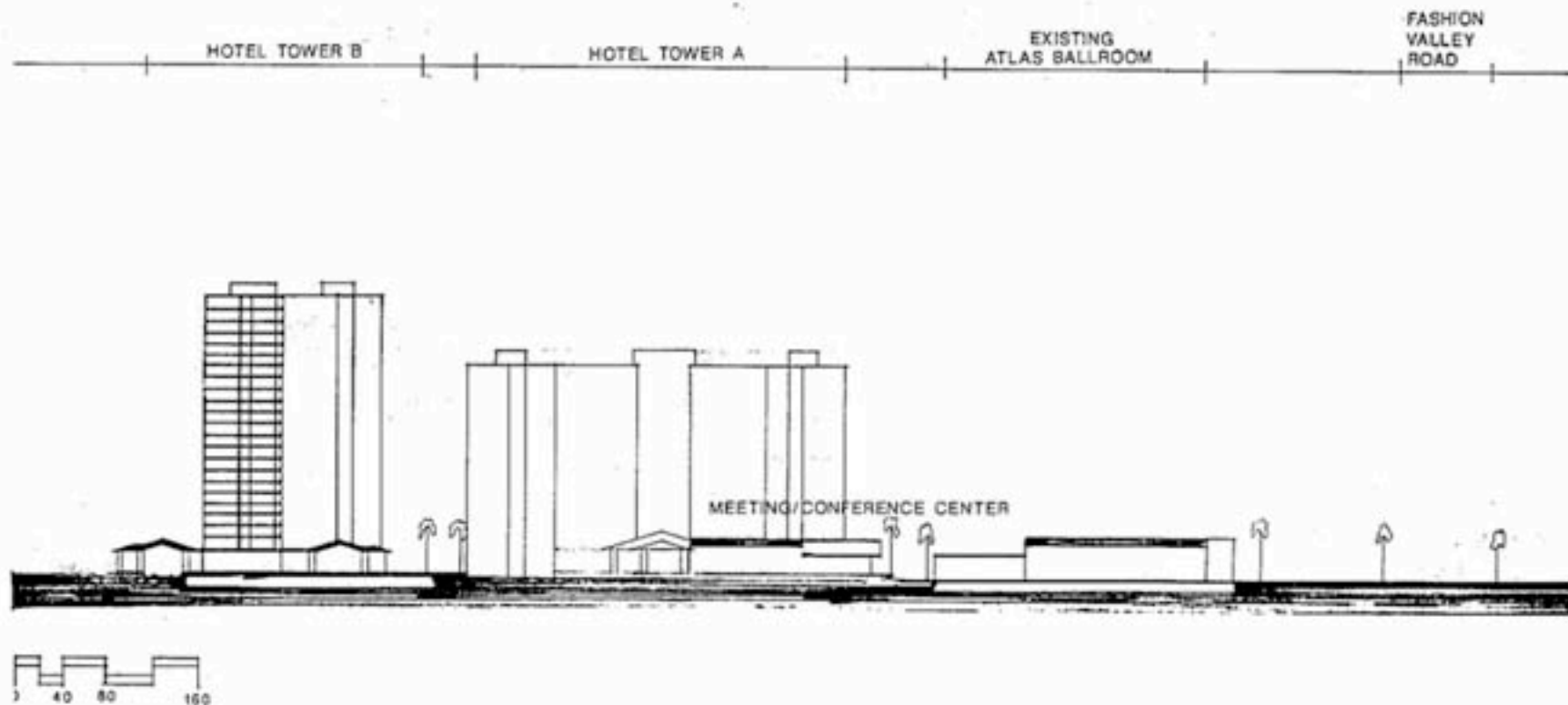


**Town and Country Hotel
North/South Section**

Atlas Specific Plan

34
FIGURE

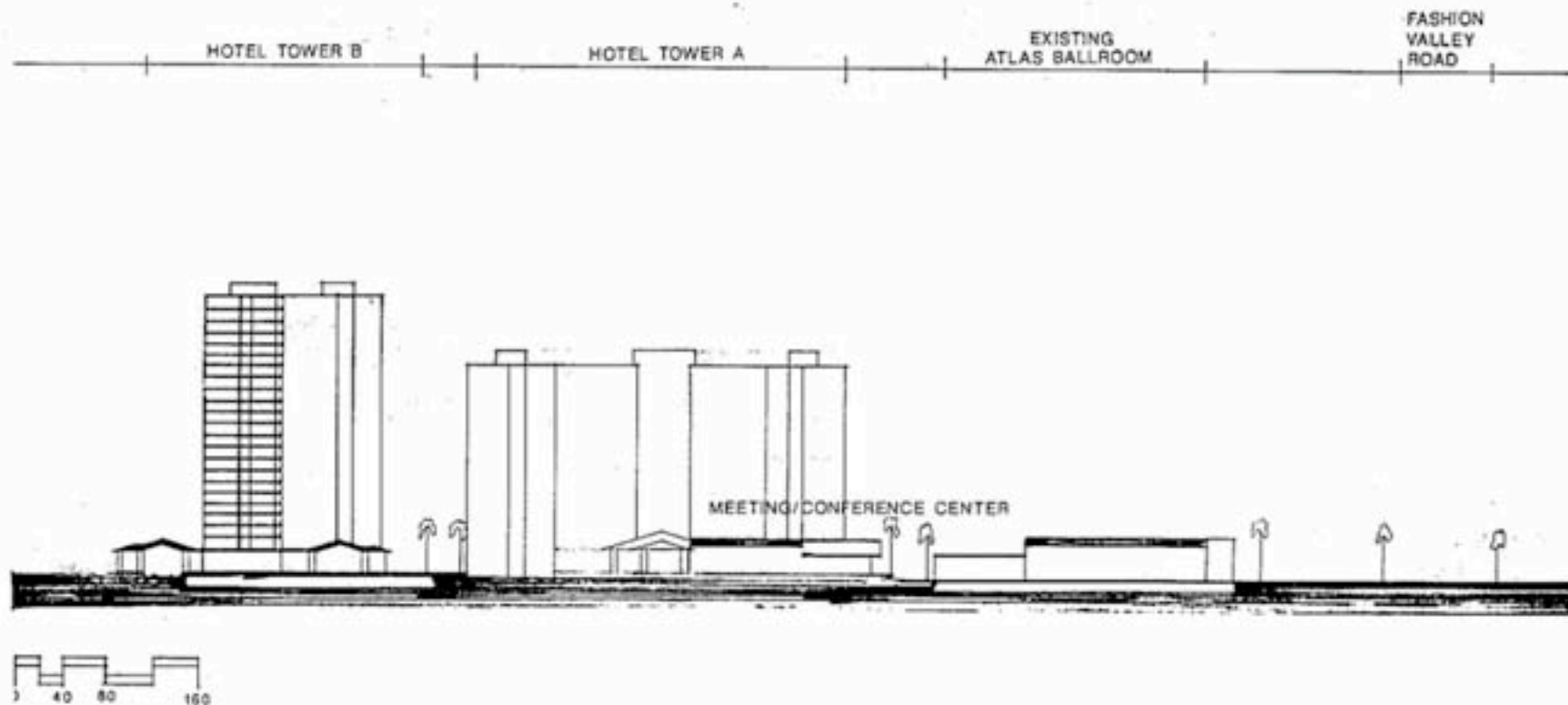




Town and Country Hotel
East/West Section
Atlas Specific Plan

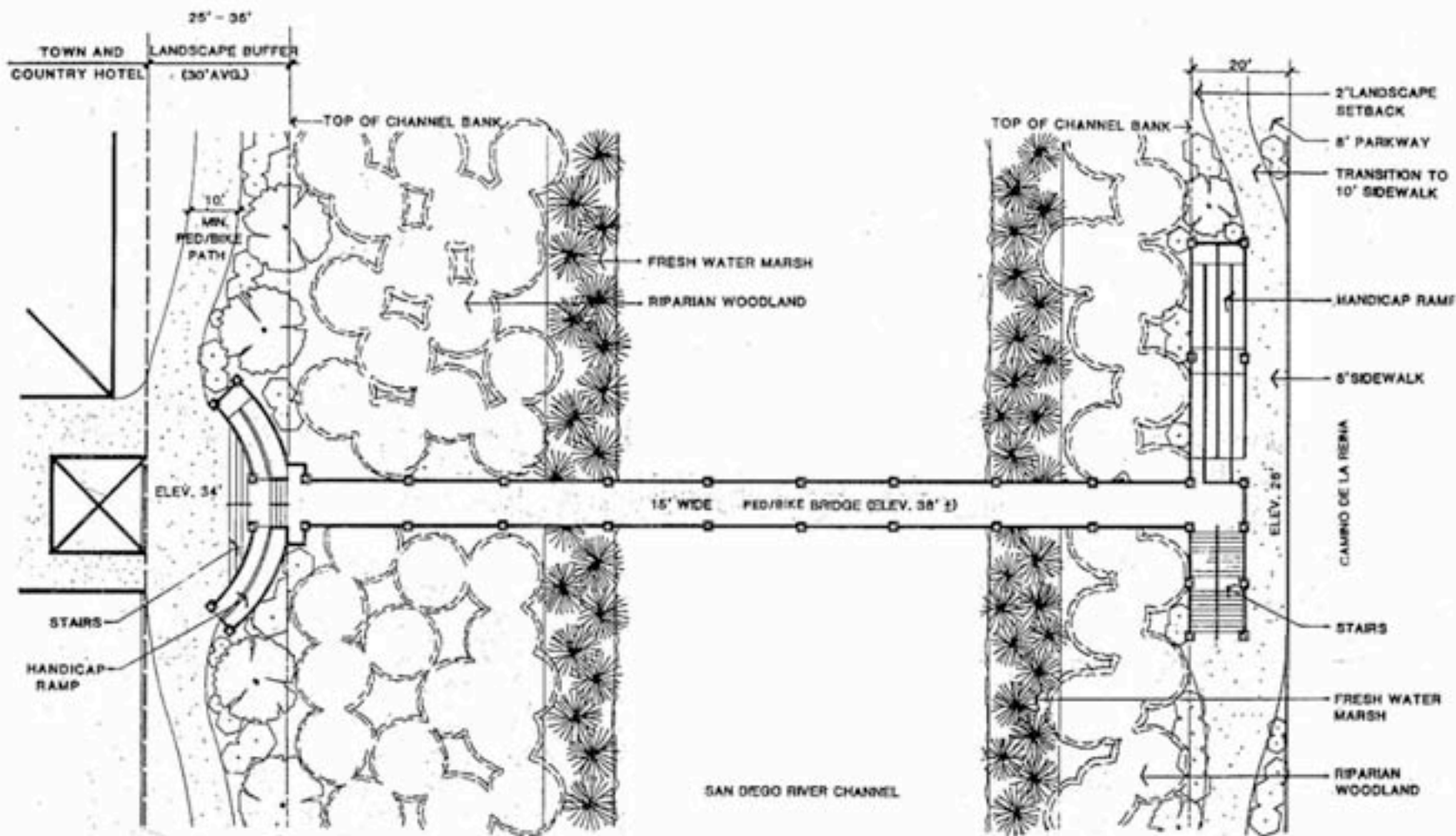
35
FIGURE





Town and Country Hotel
Proposed Pedestrian Bridge – Elevation/Section
Atlas Specific Plan

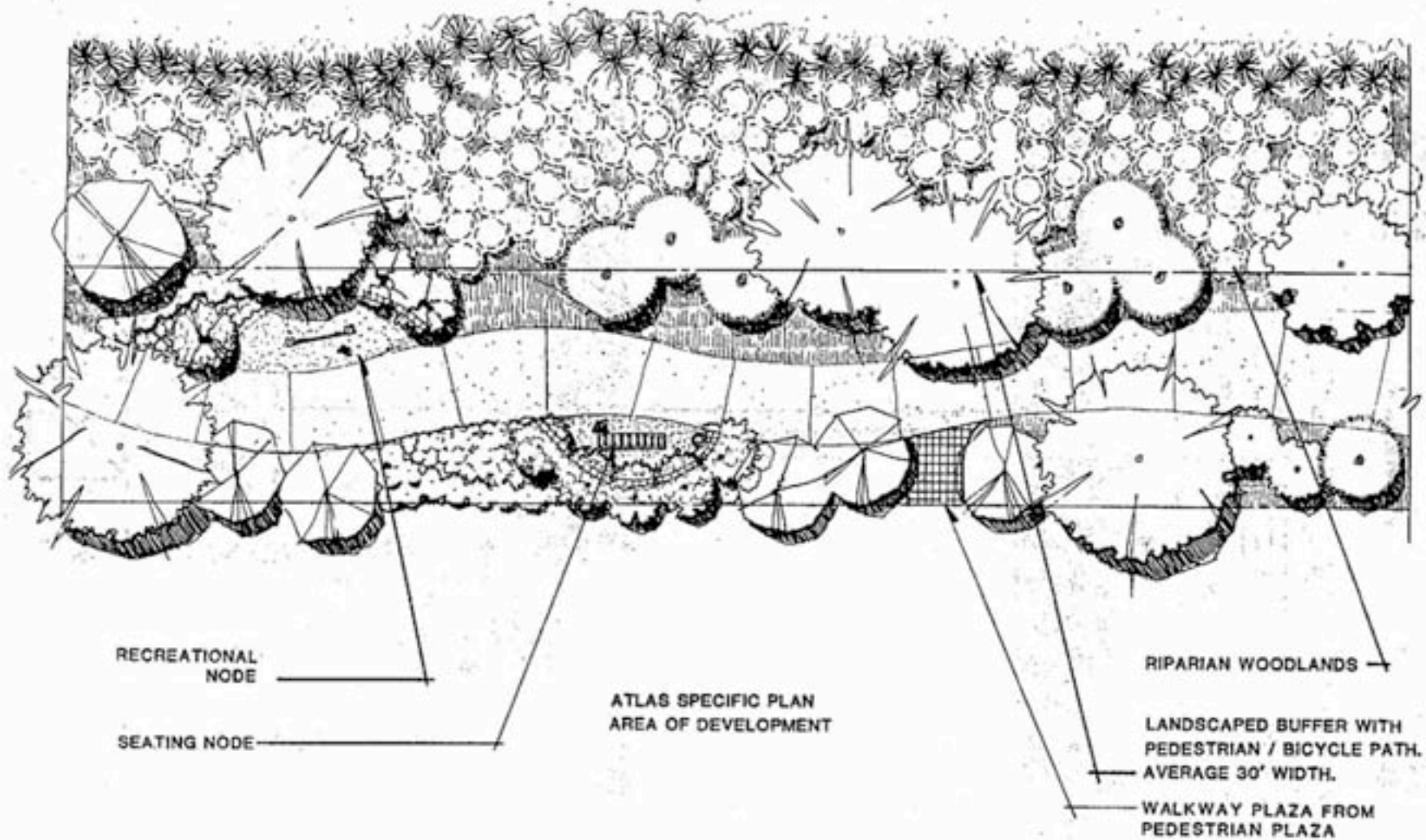




**Town and Country Hotel
Proposed Pedestrian Bridge – Plan**
Atlas Specific Plan



SAN DIEGO RIVER



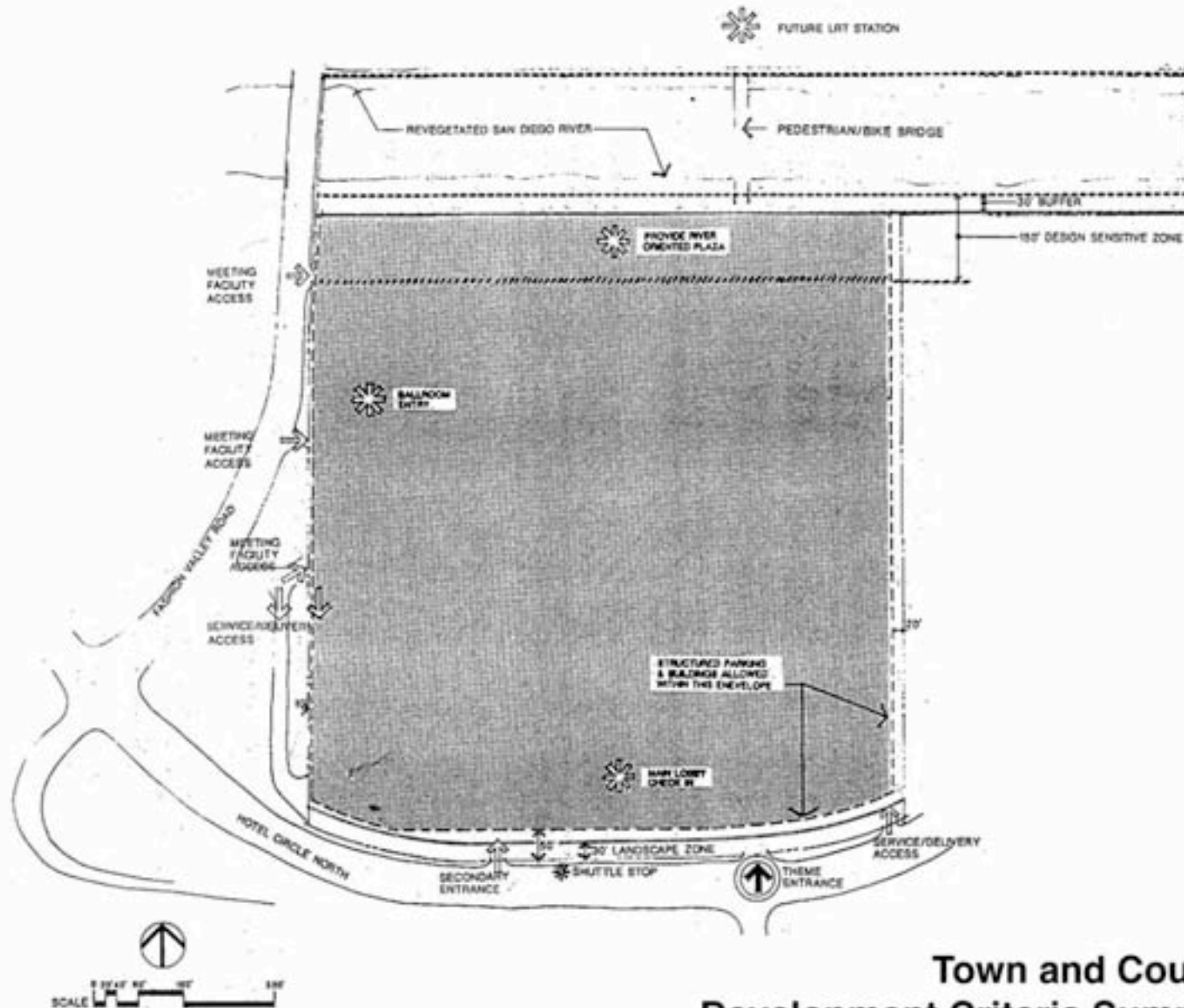
Town and Country Hotel Proposed Buffer Along River Corridor

Atlas Specific Plan

38

FIGURE





**Town and Country
Development Criteria Summary**
Atlas Specific Plan



Major vehicular access to the site is limited to four points. Service access occurs near the southwest corner of the site and via the access drive located along the eastern property boundary. A second service access occurs on the west side off Fashion Valley Road. Public and guest access is provided at the southeast corner of the site off Hotel Circle North, and at the existing Mission Ballroom entry off the relocated Fashion Valley Road.

The following design criteria shall be applied to the Town and Country site:

Criteria

- o In order to provide visual openness, the 150-foot "Design Sensitive Zone" criteria for development adjacent to the river corridor as identified in the San Diego River Wetlands Management Plan shall be adhered to except as otherwise defined in this Specific Plan. In addition to other criteria, the "Design Sensitive Zone" criteria establishes a maximum building height of 42 feet within this 150 foot area. Buildings should step back from the river corridor. Public, recreational and pedestrian-oriented uses are encouraged.
- o Vehicular use adjacent to the river corridor within the 150-foot "Design Sensitive Zone" shall be limited to the parking structures identified in this Specific Plan, required fire access, and service carts.
- o Development shall not extend into the area currently designated within the 100-year floodway until the river improvements at the Town and Country site are constructed or are under construction.
- o A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to major streets) landscaped, and shall be designed to screen parked vehicles from view of the adjacent street.
- o Parking on roofs of structures shall be restricted. For the site, a minimum of 30% of the parking structure roofs shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures. A minimum of 10% of each parking structure roof shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures or landscaping.
- o The "feeling" of the adjacent river shall not be restricted to the river corridor. Water elements such as pools, fountains, and artificial streams shall be developed within the interior of the site. In addition, riparian trees that are used to revegetate the river should also be introduced to the interior of the project.
- o A pedestrian/bicycle bridge over the river shall link the future Camino de la Reina/LRT station with the site. Refer to other sections of this specific plan for additional pedestrian/bicycle bridge requirements and criteria.
- o A pedestrian plaza shall be developed on the south edge of the river at the southern terminus of the pedestrian bridge. The plaza will allow for views of

the river and provide an opportunity for pedestrian access to the combined pedestrian/bicycle path along the river corridor.

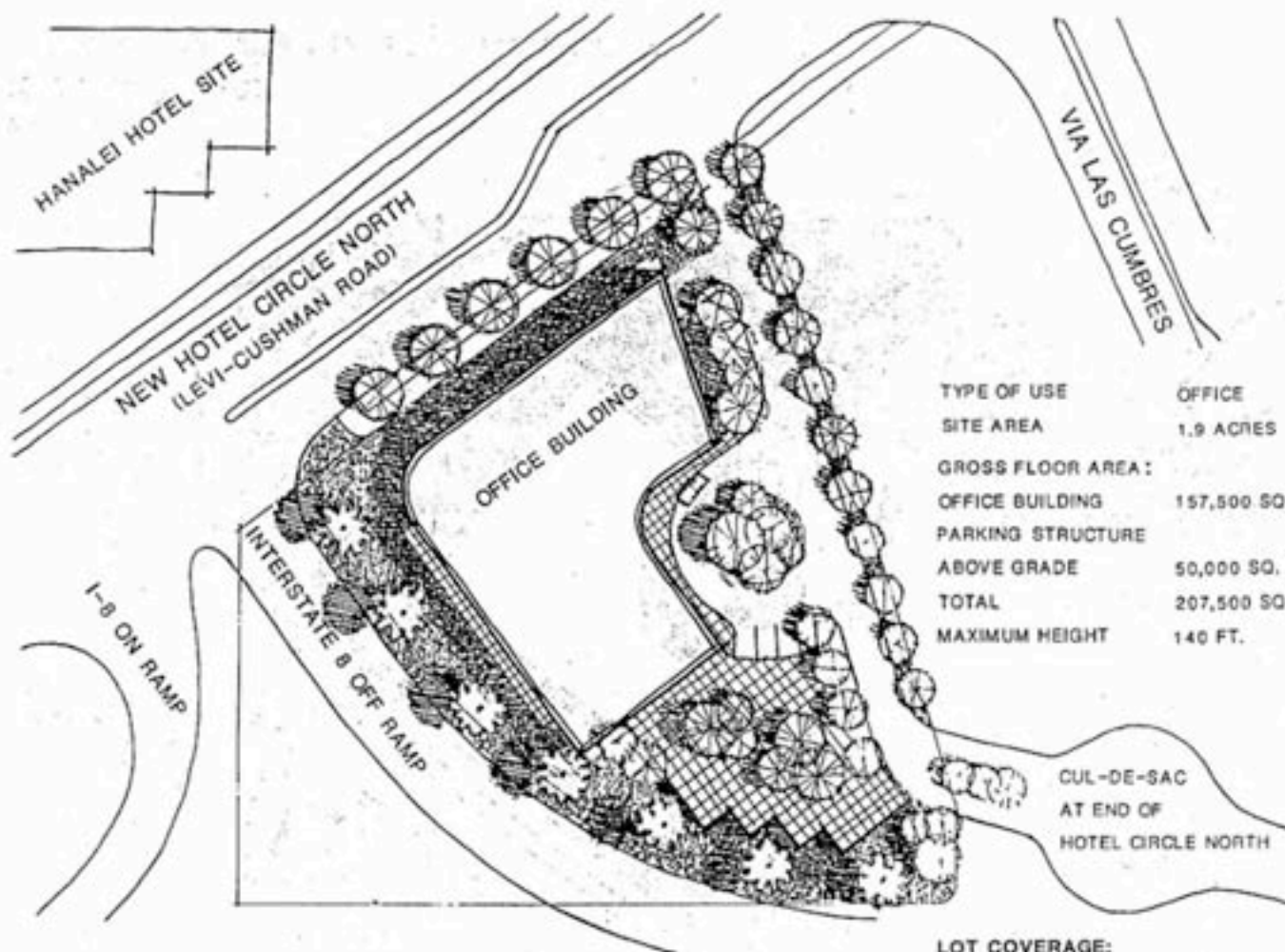
- o Immediately adjacent to the plaza, a restaurant/lounge with outdoor dining shall be developed.
- o A 30-foot buffer (average) shall be located between the river wetland areas and adjacent development. A 10' wide combined pedestrian/bicycle path shall be provided adjacent to the river and may be within the buffer.
- o To further soften the "natural" channelization of the river, the side slopes of the channel shall be planted with riparian plant materials to create a more natural effect.
- o An integrated paving design shall be implemented for all walkways within the project.
- o Convenient pedestrian access shall be provided from the river corridor and the "river plaza" through the interior areas to the public sidewalk within the streetscapes along the north side of Hotel Circle North.
- o Pedestrian circulation systems shall be clearly separated from vehicular circulation systems.
- o Only two vehicular access points shall be provided along Hotel Circle North. Utilizing specific design treatment, one entry should become the obvious main and theme entry to the site while the other entry should be secondary.
- o The irregular curves presently occurring in Hotel Circle North in the southeastern corner of the site shall be eliminated by straightening out the road.
- o A focal point shall be provided (i.e., a fountain or specimen tree) at the termination of the theme entry.
- o Sidewalks and parkways shall be installed along Hotel Circle North and Fashion Valley Road and shall be of widths as identified on Figure 33. Refer to other sections of this specific plan for sidewalk/parkway criteria at other roads.
- o A 30' wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle North and adjacent to Fashion Valley Road. Parking lots or structures shall not be permitted in these landscaped buffer areas with the exception of short term guest check-in parking adjacent to Hotel Circle North as illustrated in Figure 31.
- o Architectural materials for new developments should generally be consistent throughout the site.
- o Surface parking shall be discouraged. Where surface parking is necessary a minimum of 10% of the surface parking area shall be reserved for landscaping.

- o Parking areas shall be screened from view from Fashion Valley Road and Hotel Circle North by utilizing berms, plant material, and/or by depressing the parking area.
- o All service areas related to the site shall be screened from public view.
- o 60% of the parking on-site may be dedicated to compact parking stalls (7½' x 15') per City standards.
- o Roof-mounted mechanical equipment shall be discouraged. Where necessary for equipment to be roof-mounted, mechanical equipment shall be logically grouped and screened from view by incorporating the equipment into the architectural design of the building or by using free-standing or parapet walls.
- o Pedestrian amenities such as benches, drinking fountains, and trash receptacles shall be provided throughout the site.
- o Compatible plant materials shall be used throughout the site.
- o Setbacks shall be as identified on Figure 39; "Development Criteria Summary".
- o An intra-valley shuttle stop shall be located on-site, preferably near a major node such as a plaza or near the hotel lobby, or within an expanded sidewalk paving section within the Hotel Circle North streetscape.
- o Figure 39 summarizes the major criteria for development of the Town and Country site.

2. Hanalei Tower

The 17.80-acre site encompassing the existing Hanalei Hotel and future Hanalei Tower site is bounded by the San Diego River and Hotel Circle North. The site will be significantly modified by the proposed Via Las Cumbres interchange at I-8, resulting in a 1.91-acre site for the proposed Hanalei Tower development. The development of 157,500 square feet of office space in a single eight-story structure is proposed for this site. Structured parking for 485 cars is included beneath the building, with minimal convenience parking provided at the proposed pedestrian plaza area to the south of the structure. Figure 40 illustrates a schematic site plan for the Hanalei Tower site. Figure 41 illustrates the conceptual open space and view corridor criteria. Figure 42 illustrates the circulation and streetscape concepts and criteria. Figure 43 presents a cross section through the site. Figure 44 summarizes certain development criteria.

Access to the proposed development is provided from the reconfigured Hotel Circle North cul-de-sac, and from the proposed Levi-Cushman road. Pedestrian access is provided to the Hanalei Hotel site via an at-grade crossing at the Via Las Cumbres/Levi-Cushman Road intersection.

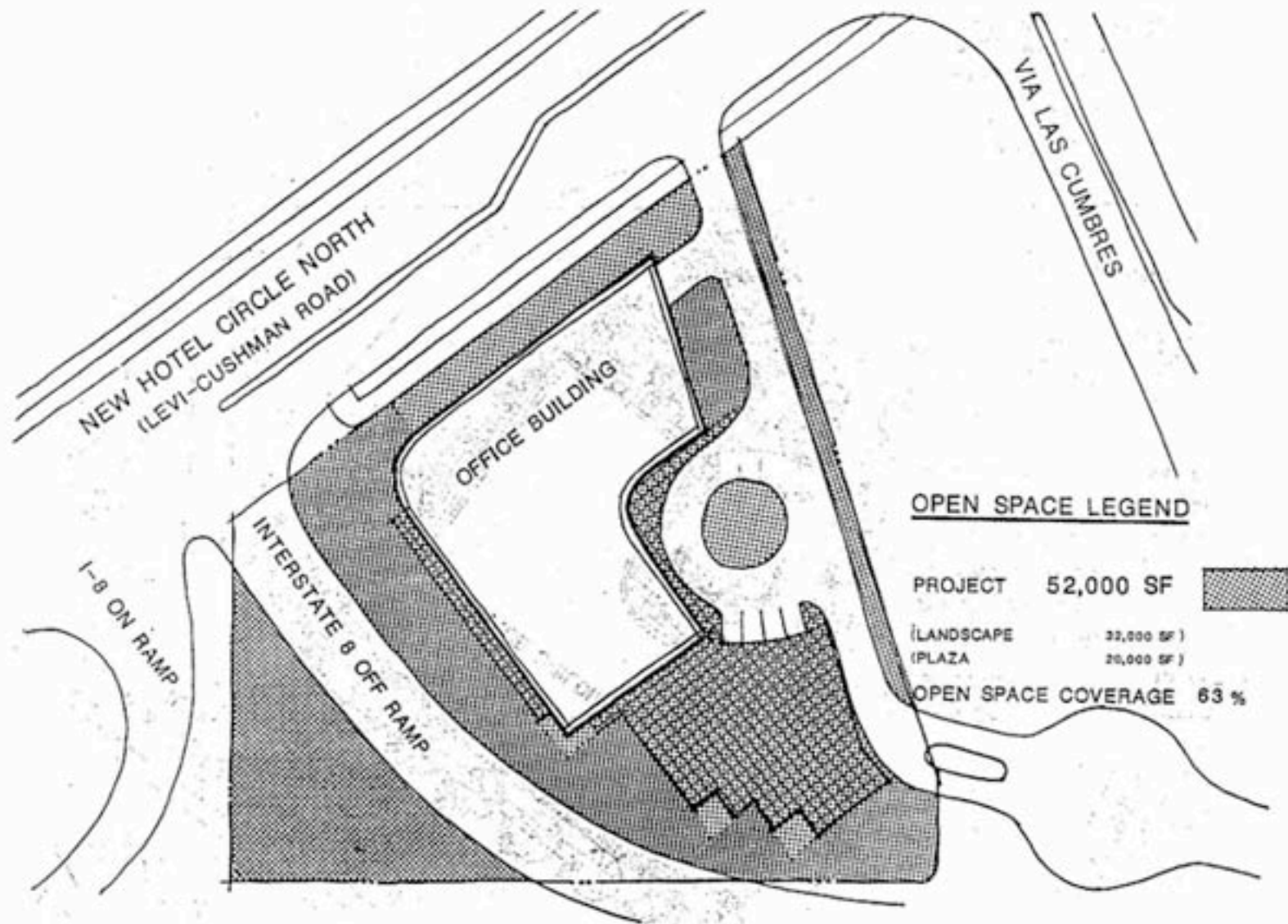


TYPE OF USE	OFFICE
SITE AREA	1.9 ACRES
GROSS FLOOR AREA:	
OFFICE BUILDING	157,500 SQ. FT.
PARKING STRUCTURE	
ABOVE GRADE	50,000 SQ. FT.
TOTAL	207,500 SQ. FT.
MAXIMUM HEIGHT	140 FT.

LOT COVERAGE:	
STRUCTURES	32%
OPEN SPACE	63%
DRIVEWAYS & SURFACE PARKING	5%

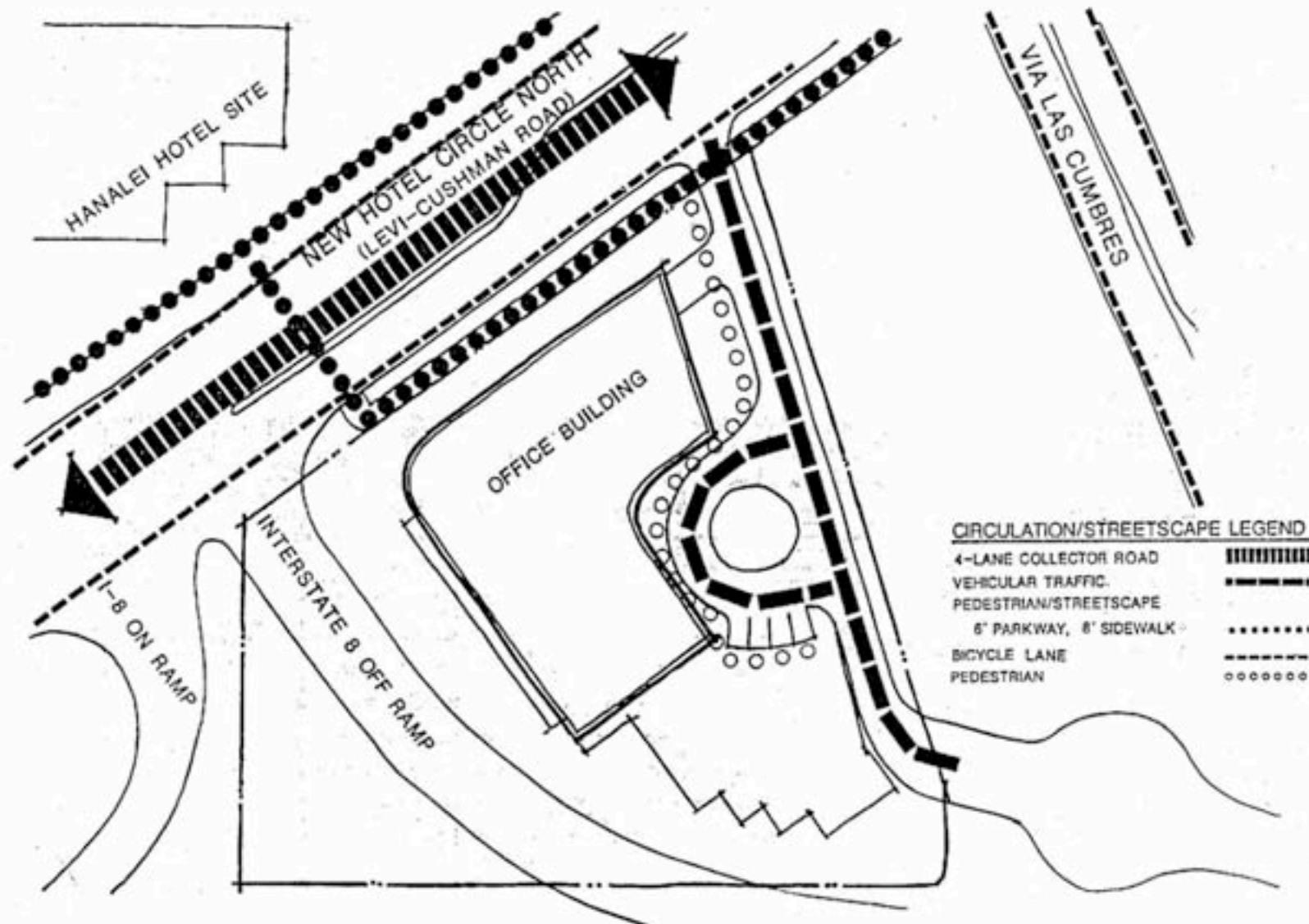
**Hanalei Tower
Schematic Site Plan**
Atlas Specific Plan





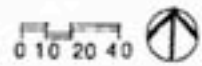
Hanalei Tower
Conceptual Open Space Site Plan
 Atlas Specific Plan





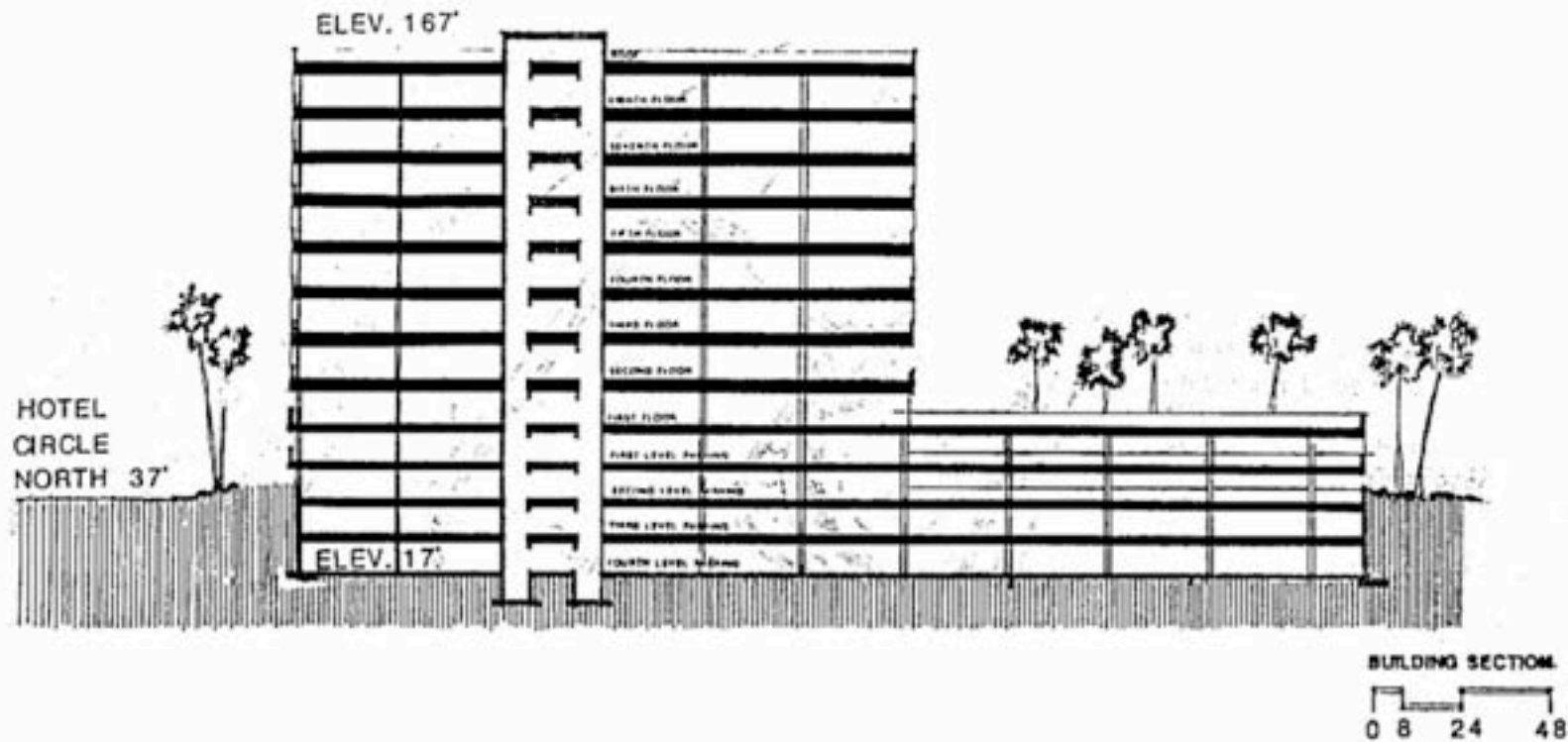
CIRCULATION/STREETSCAPE LEGEND

4-LANE COLLECTOR ROAD	
VEHICULAR TRAFFIC	
PEDESTRIAN/STREETSCAPE	
6' PARKWAY, 8' SIDEWALK	
BICYCLE LANE	
PEDESTRIAN	



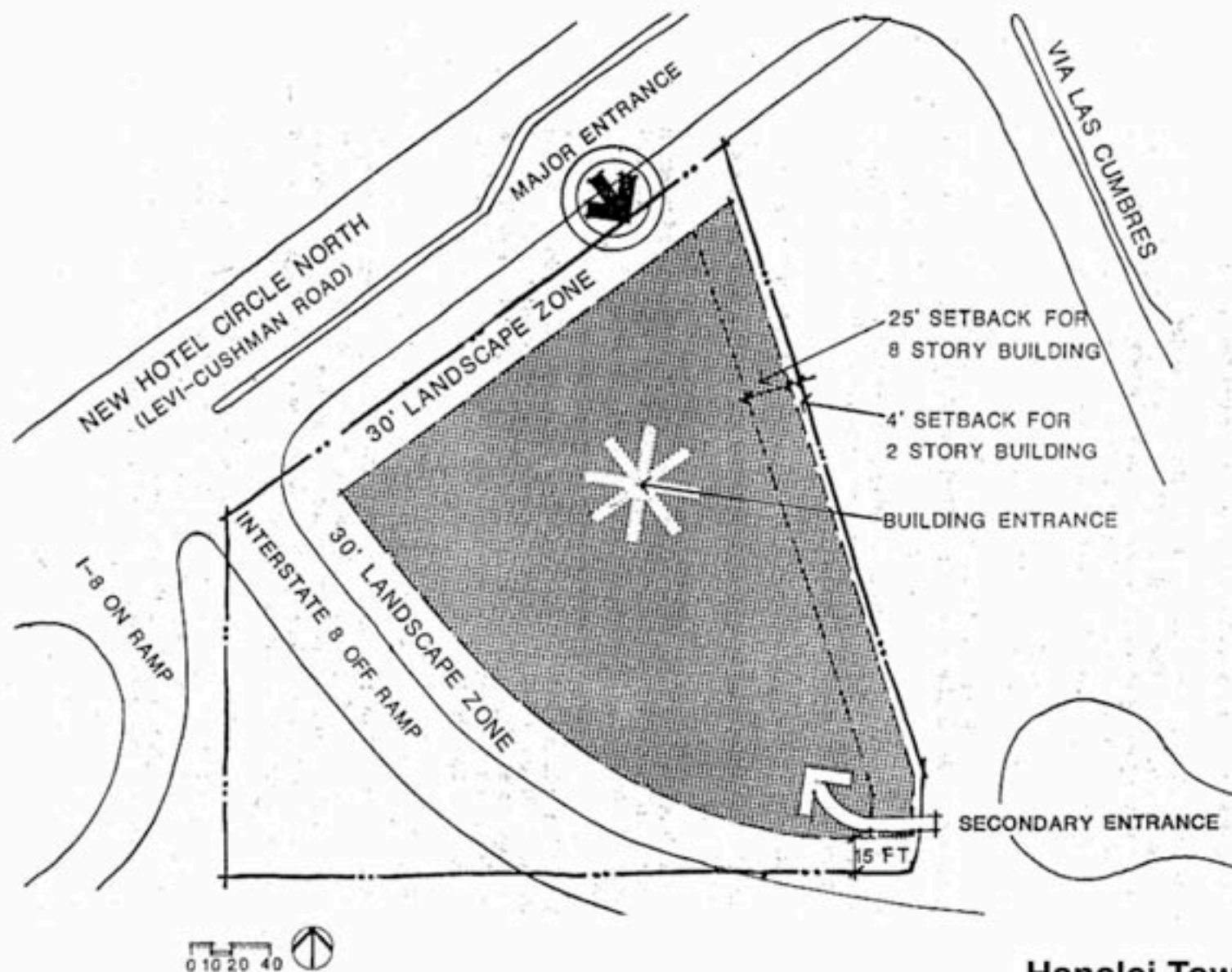
Hanalei Tower
Circulation and Streetscape Site Plan
 Atlas Specific Plan





Hanalei Tower
North/South Site Section
Atlas Specific Plan





Hanalei Tower
Development Criteria Summary
Atlas Specific Plan

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FIGURE



The following design criteria shall be applied to the Hanalei Tower site.

- o A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle North) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle North.
- o Parking on roofs of structures shall be restricted.
- o An 8' wide sidewalk separated from the public street by a 6' wide landscaped parkway shall be installed along Hotel Circle North (proposed Levi-Cushman Road).
- o A shuttle bus stop shall be located adjacent to the office tower lobby or within an expanded sidewalk paving area within the Hotel Circle North streetscape (proposed Levi-Cushman Road).
- o Architectural materials shall complement existing structures in the vicinity.
- o The office structure shall be sited to maximize views to the river and up and down the valley.
- o The architectural form and mass of the structure shall be developed to act in concert with the architectural form and mass of structures on the Hanalei Hotel site to form an implied "gateway" along the proposed Levi-Cushman Road.
- o A 30' wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to the Interstate 8 off-ramp and adjacent to Hotel Circle North (proposed Levi-Cushman Road). Parking lots or structures shall not be permitted in these landscaped buffer areas except as described and illustrated in this Specific Plan.

3. Hanalei Hotel

Approximately one-half of the existing Hanalei Hotel site is currently developed with 448 hotel rooms and approximately 30,000 square feet of restaurant and banquet facilities. With the proposed placement of the I-8/Via Las Cumbres interchange and the linkage to Levi-Cushman Road, the net acreage assigned for development at the Hanalei Hotel site is 13.39 acres.

The specific plan proposes expansion of the hotel functions with development of 202 additional guest rooms, approximately 34,000 square feet of additional banquet space, and a new "theme" entry and lobby area with access to Hotel Circle North and a new main entry located along the proposed Levi-Cushman Road. A new mid-rise hotel tower and lobby with mixed dining and retail functions is proposed at the new hotel entry.

Access to the site will be restricted to three locations, two serving the hotel functions and one serving the expanded banquet and convention facility. The main entry to the Hanalei Hotel has been relocated east along the proposed Levi-Cushman Road to align with a new entry lobby for the expanded facility. A separate entry for banquet and convention patrons is near the western boundary of the site.

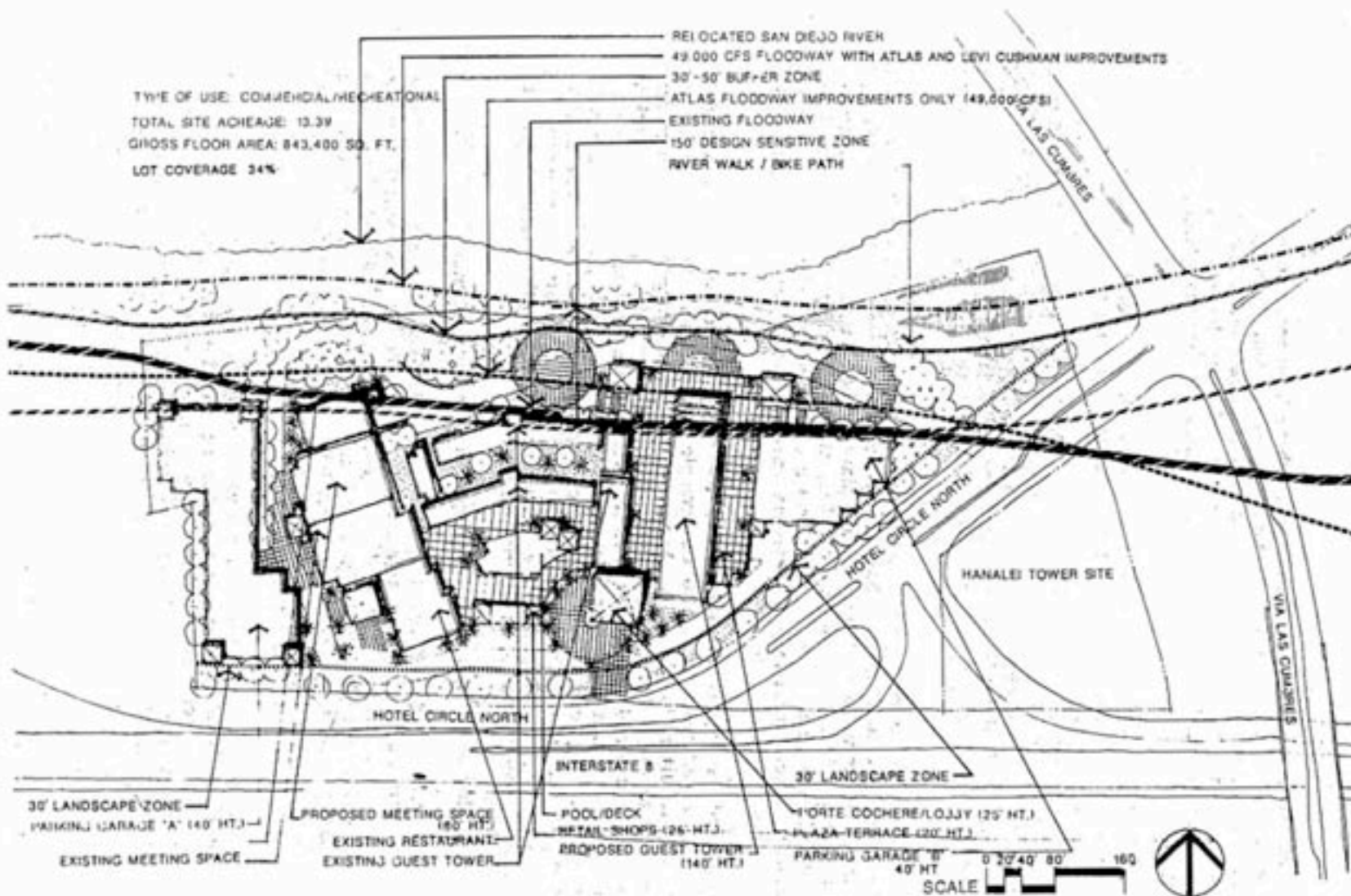
The existing banquet facility will be expanded to the north with new meeting facilities. The orientation of these spaces is to the river corridor which incorporates a shared 10 foot wide pedestrian/bicycle path and river-related amenities adjacent to the river which may be located within a 30- to 50-foot buffer. Low-rise portions of the new meeting facilities are partially located in the 150-foot design sensitive zone adjacent to the river, with pedestrian linkages to the river walk. Additional landscape setback area extends along the river, providing a landscaped link with the hotel-tower plaza located one-story above covered parking.

The new mid-rise hotel tower and lobby arcade with mixed dining and retail functions proposed at the new hotel entry would link directly with this pedestrian plaza. Pedestrian connections from the plaza to the riverwalk and design sensitive zone are provided from this plaza. Project open space at the expanded hotel facility is integrated with the courtyards and pools of the existing hotel complex, providing a continuous loop of pedestrian circulation and activity throughout the hotel site.

Structured parking is provided below the new mid-rise hotel complex and in separate structures adjacent to this complex and adjacent to the banquet and meeting facilities to the west. Access to the parking is apportioned in several locations to serve the various components of this project. 1,120 total parking spaces are provided at the Hanalei Hotel site, with over 75% of the total provided in structured facilities. Figure 45 illustrates a schematic site plan for the Hanalei Hotel site. Figure 46 illustrates the conceptual open space and view corridor criteria. Figure 47 illustrates the circulation and streetscape concepts and criteria. Figure 48 presents a cross-section through the site. Figure 49 summarizes certain development criteria.

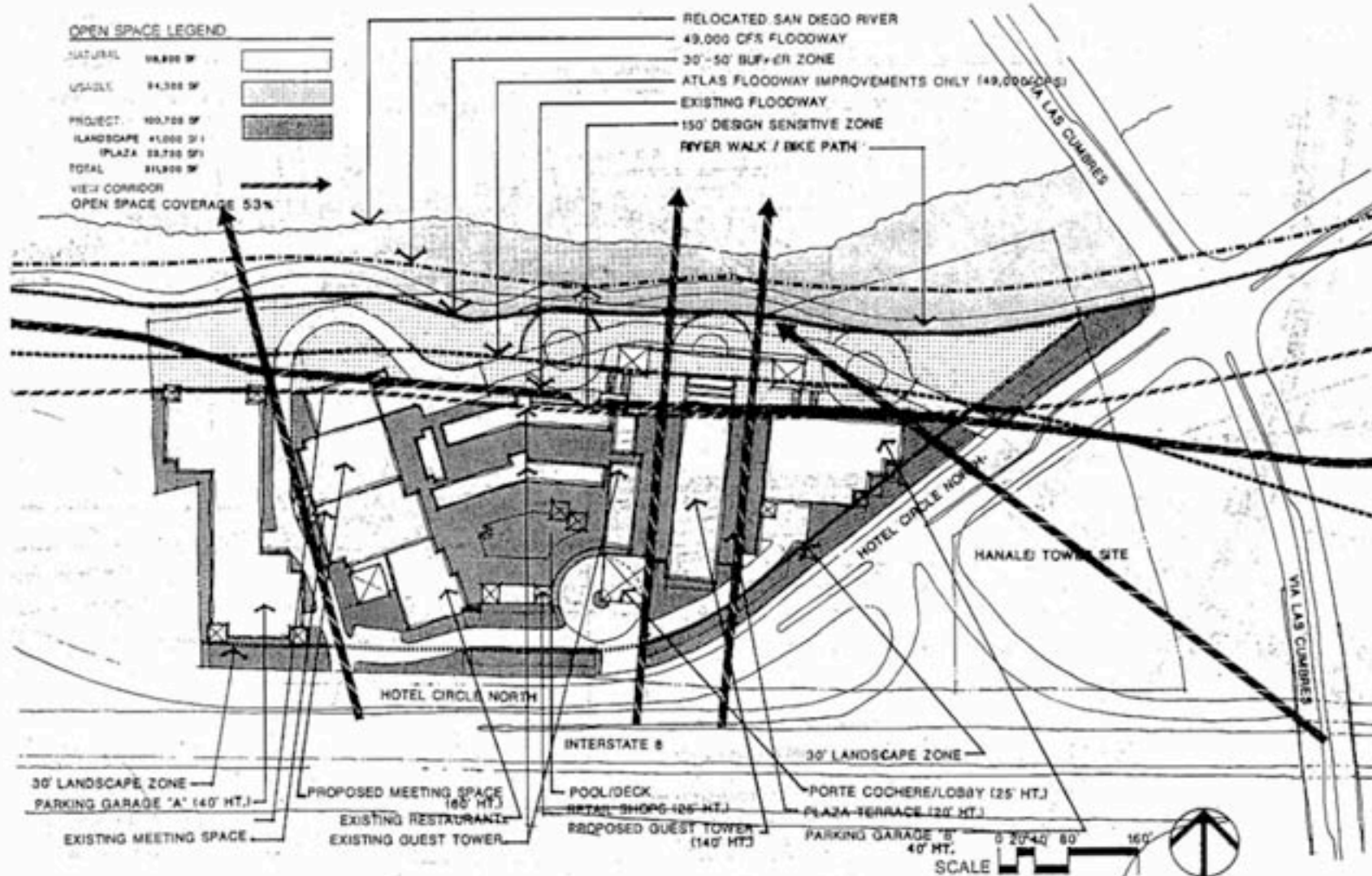
The following design criteria shall be applied to the Hanalei Hotel site:

- o In order to provide visual openness, the 150-foot "Design Sensitive Zone" criteria for development adjacent to the river corridor as identified in the San Diego River Wetlands Management Plan shall be adhered to except as otherwise defined in this Specific Plan. In addition to other criteria, the "Design Sensitive Zone" criteria establishes a maximum building height of 42 feet within this 150-foot area. Buildings should step back from the river corridor. Public, recreational and pedestrian-oriented uses are encouraged.
- o Vehicular use adjacent to the river corridor within the 150-foot "Design Sensitive Zone" shall be limited to the required fire access, service carts, and the two service locations as described and illustrated in this Specific Plan. These service locations include: an access road from the westerly end of Hotel Circle North to service docks located on the north side of the proposed



**Hanalei Hotel
 Schematic Site Plan
 Atlas Specific Plan**



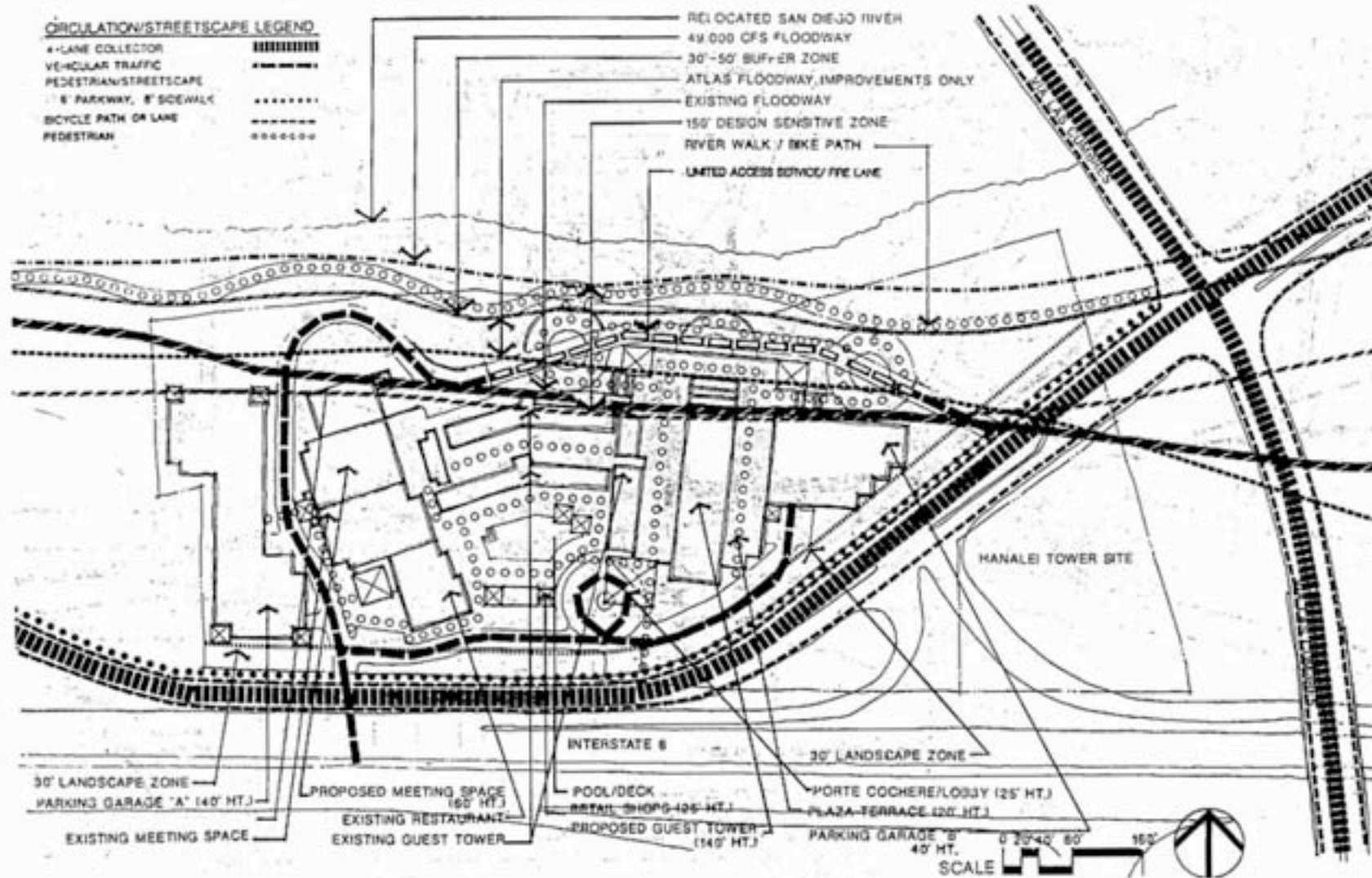


Hanalei Hotel
Conceptual Open Space Site Plan
Atlas Specific Plan

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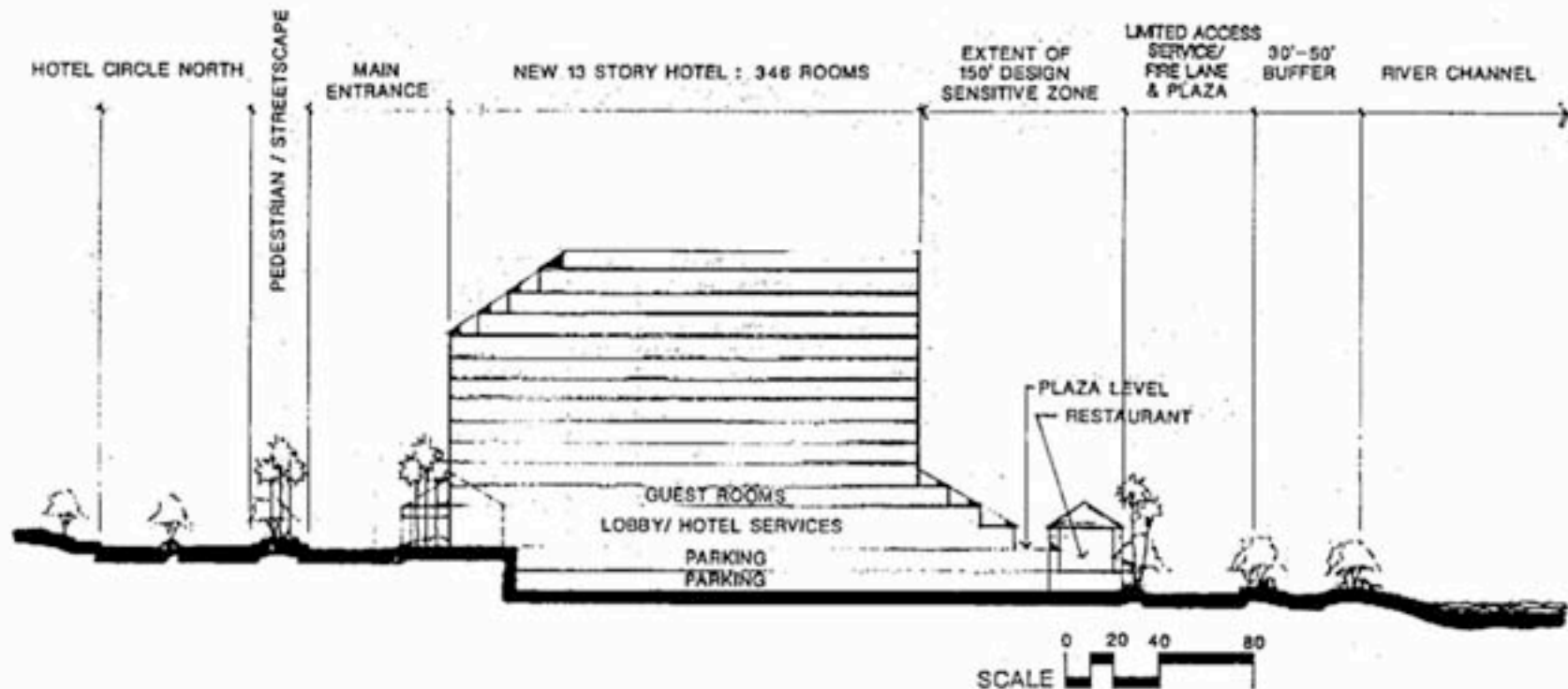
FIGURE





Hanalei Hotel
Circulation and Streetscape Site Plan
 Atlas Specific Plan





Hanalei Hotel
North/South Site Section
 Atlas Specific Plan



meeting center; and, an access road from the easterly end of Hotel Circle North to service facilities on the northeast end of the proposed new hotel tower complex. Limited vehicular use of the service/fire lane between the two service areas shall be controlled by the use of removable bollards or other means approved by the City Fire Marshall.

- o A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle North) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle North.
- o Parking on roofs of structures shall be restricted. For the site, a minimum of 30% of the parking structure roofs shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures. A minimum of 10% of each parking structure roof shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures or landscaping.
- o A 30' wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle North. Parking lots or structures shall not be permitted in this landscaped buffer area.
- o An 8' wide sidewalk separated from the public street by a 6' wide landscaped parkway shall be provided along Hotel Circle North.
- o A 30- to 50-foot buffer shall be provided between the wetland and adjacent development. A paved, 10-foot wide shared pedestrian/bicycle pathway shall be provided adjacent to the river and may be within the buffer area.
- o An intra-valley shuttle stop shall be located adjacent to the hotel lobby and banquet facility, or within an expanded sidewalk paving section within the Hotel Circle North streetscape.
- o The pedestrian walkway along the river shall continue to the east to Via Las Cumbres to connect with the proposed walkways within the Levi-Cushman Specific Plan Area.
- o Architectural materials shall complement existing structures in the vicinity.
- o The plant material utilized on the site, especially in areas adjacent to the river corridor, shall be riparian in nature to better introduce the river element into the project.
- o A theme entry shall be located near or at the main hotel lobby.
- o The architectural form and mass of the easterly parking structure shall be developed to act in concert with the architectural form and mass of the Hanalei Tower structure to form an implied "gateway" along the proposed Levi-Cushman Road.

- o Development shall not extend into the area currently designated within the 100-year floodway until upstream improvements are constructed or are under construction, or until a new pilot channel is constructed or is under construction.

4. Mission Grove Office Park

Since this site has been recently built out to accommodate office use, there are relatively few proposed improvements for this site. The landscaping is quite pleasant aesthetically and the site will require only minor internal pedestrian circulation improvements. Existing exterior materials emphasize wood shingles and wood trims. Figure 50 illustrates the proposed site improvements for the Mission Grove Office Park site. Figure 51 illustrates the open space and view corridor criteria. Figure 52 illustrates the circulation concept and criteria. Figure 53 presents a cross-section through the site. Figure 54 summarizes certain development criteria.

The following design criteria shall be applied to the Mission Gover Office Park site:

Criteria:

- o A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle North) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle North.
- o Parking on roofs of structures shall be restricted. A minimum of 30% of the parking structure roof shall be reserved for additional recreational facilities or screened from view by the use of trellis or other screening structures.
- o A sidewalk and parkway shall be installed along Hotel Circle South. Physical constraints on the site, such as the existing grades and the proximity of existing stairs, signage and walks to the public street, will not permit the construction of the standard sidewalk and parkway for the Mission Grove site. Therefore, a 5' wide sidewalk separated from the public street by a 4' wide landscaped parkway shall be provided to preclude the need to remove, demolish or relocate existing site improvements. A 30" high stone veneered wall will be constructed along the interior edge of the sidewalk to accommodate existing grades.
- o A new 6-foot wide sidewalk shall be installed along the driveway to the rear of the site linking the rear building to the area-wide Hotel Circle pedestrian system.
- o An intra-valley shuttle stop shall be located on-site or within an expanded sidewalk paving section within the Hotel Circle South streetscape.
- o A 26' wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle South. Parking lots or structures shall not be permitted in this landscaped buffer area, except for existing structures.

TYPE OF USE: OFFICE

TOTAL SITE ACREAGE: 2.47

GROSS FLOOR AREA: 102,055 SF

LOT COVERAGE:

STRUCTURES	40%
OPEN SPACE	38%
DRIVEWAYS & SURFACE PARKING	22%

INTERSTATE 8

HOTEL CIRCLE SOUTH

OFFICE BUILDING 'A' (40' HT.)

COURTYARD

ENTRY PLAZA

PARKING GARAGE (12' HT.)

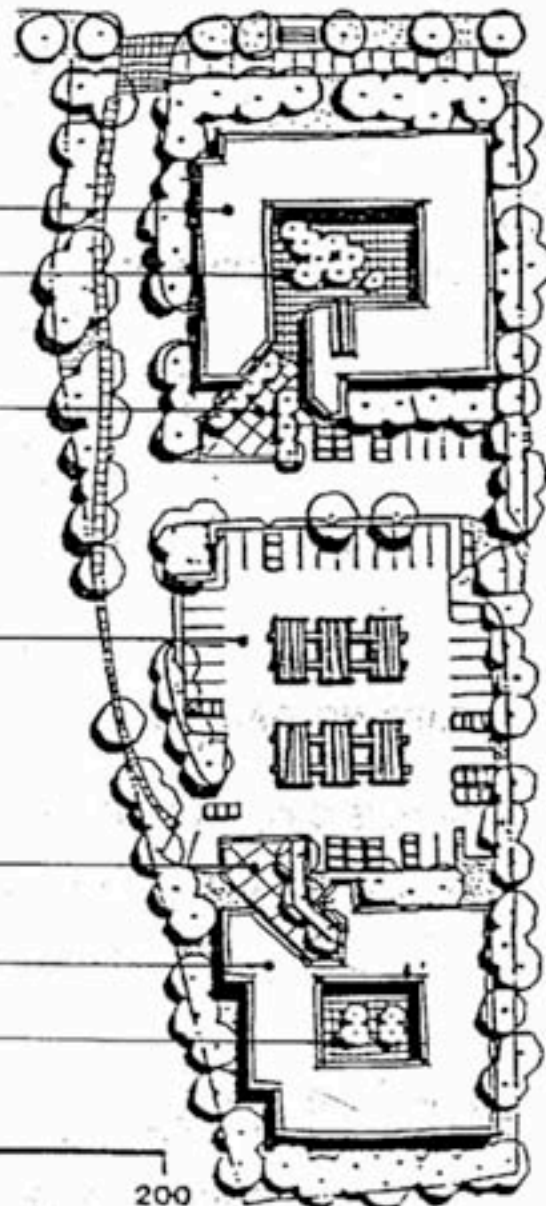
ENTRY PLAZA

OFFICE BUILDING 'B'

COURTYARD



0 50 100 200

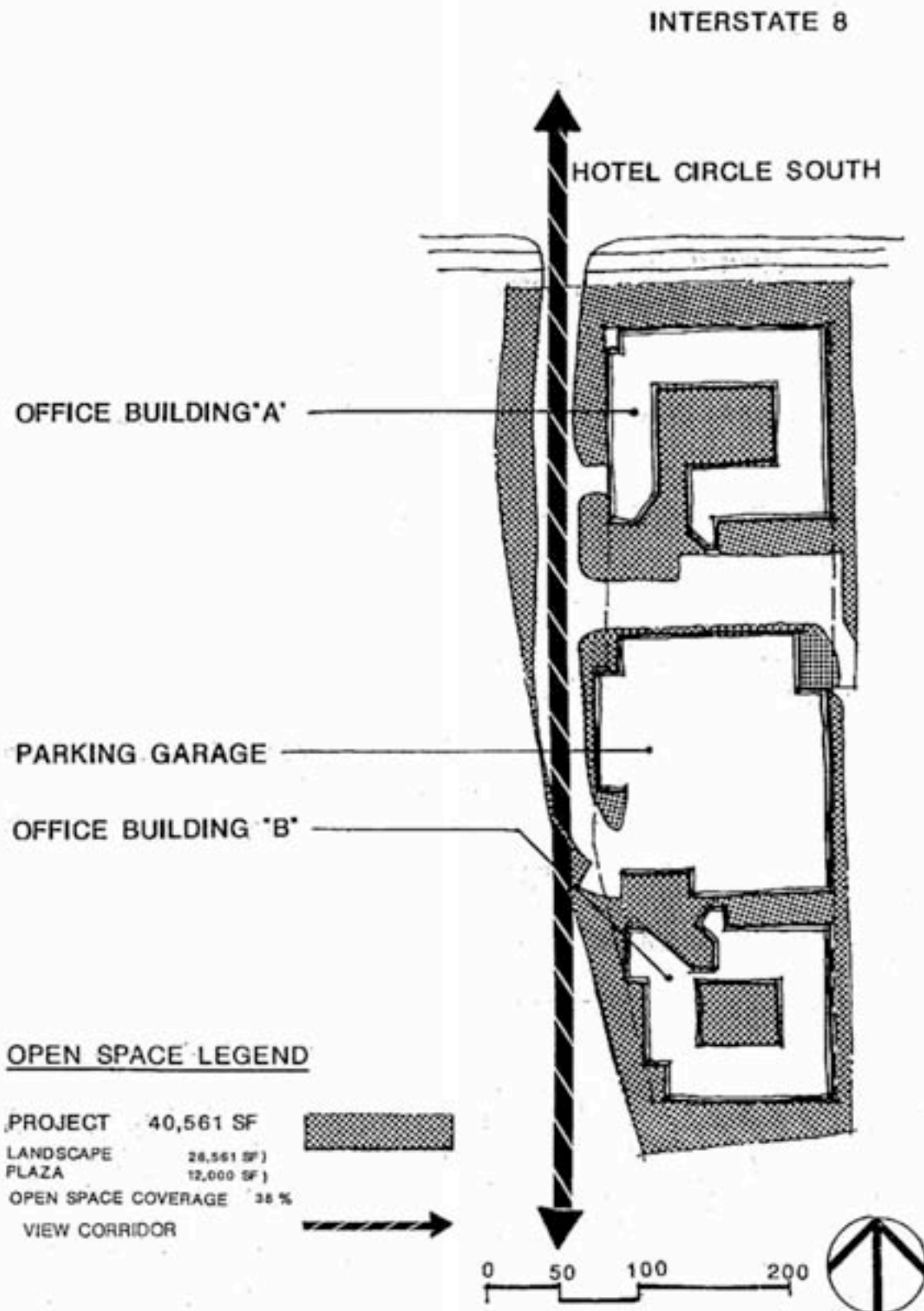


Mission Grove Office Park
Schematic Site Plan

Atlas Specific Plan

50
FIGURE





Mission Grove Office Park
Conceptual Open Space Site Plan

Atlas Specific Plan



INTERSTATE 8

HOTEL CIRCLE SOUTH

CIRCULATION/STREETSCAPE LEGEND

4-LANE COLLECTOR ROAD

VEHICULAR TRAFFIC

PEDESTRIAN/STREETSCAPE

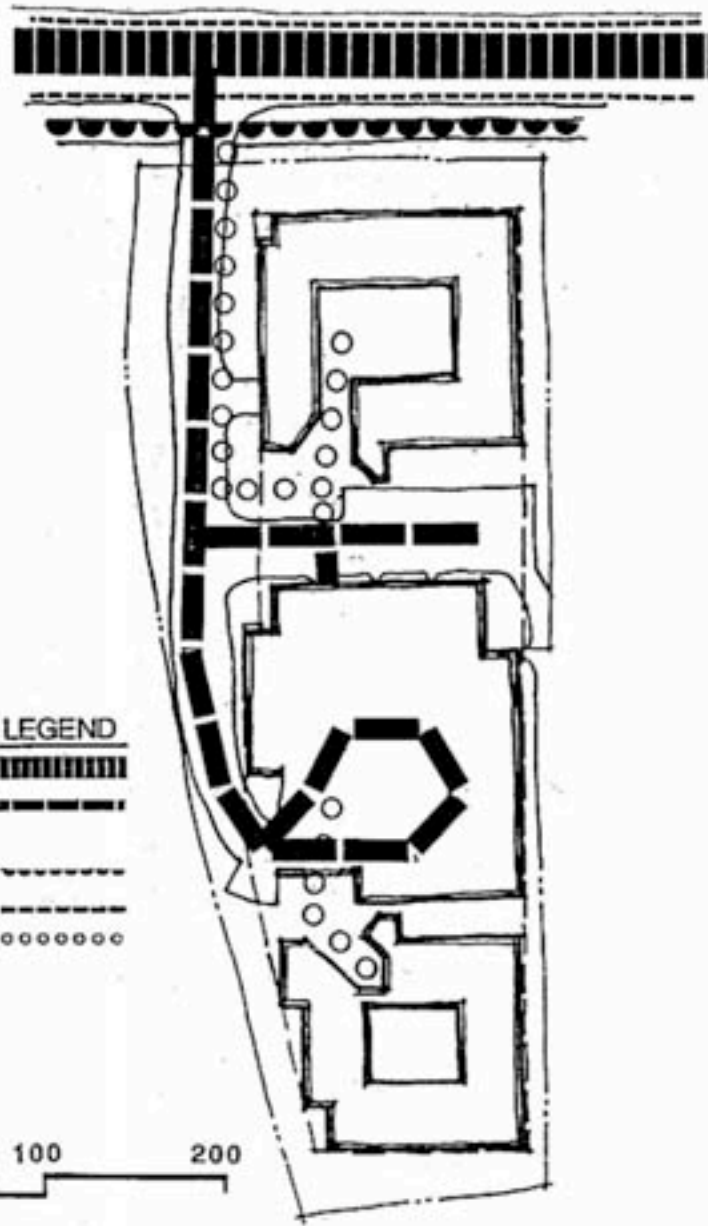
4' PARKWAY, 5' SIDEWALK

BICYCLE LANE

PEDESTRIAN



0 50 100 200



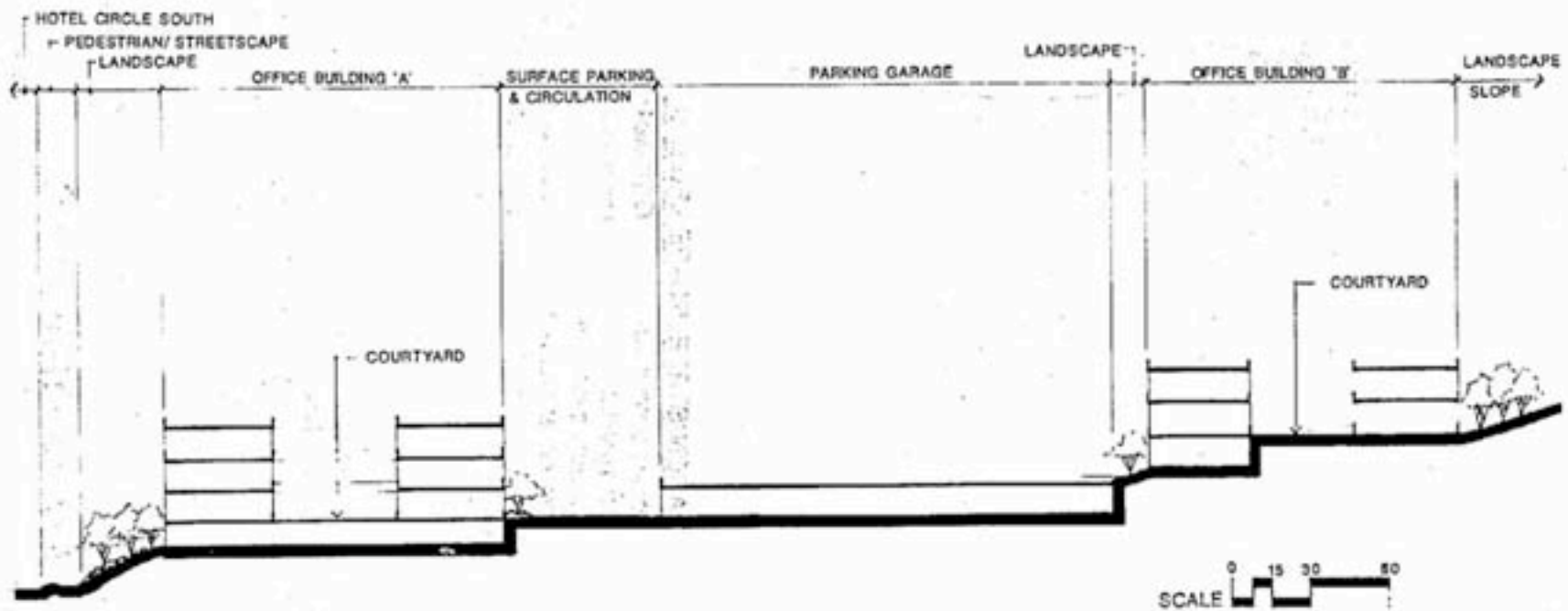
Mission Grove Office Park
Circulation and Streetscape Site Plan

Atlas Specific Plan

52

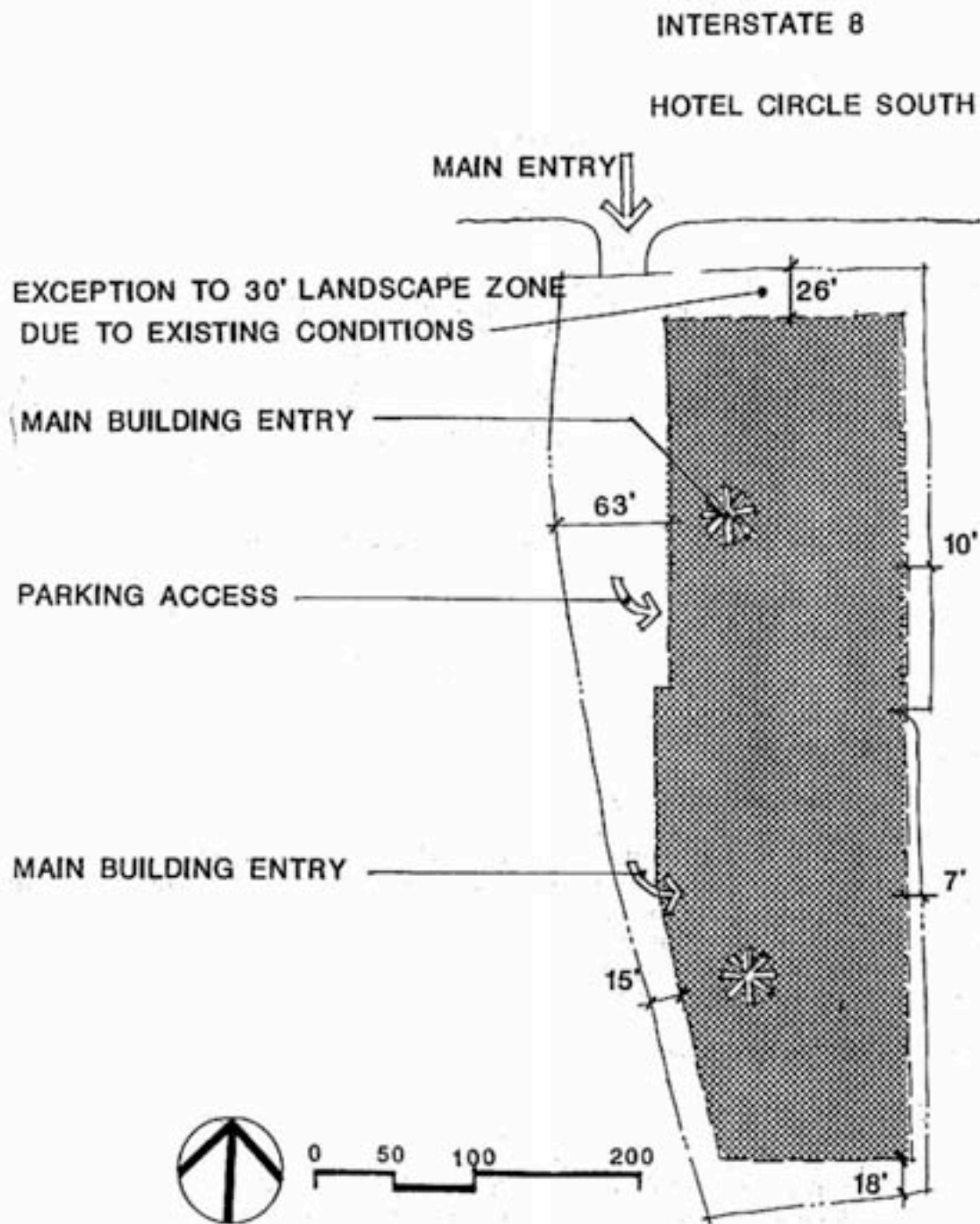
FIGURE





Mission Grove
North/South Site Section
 Atlas Specific Plan





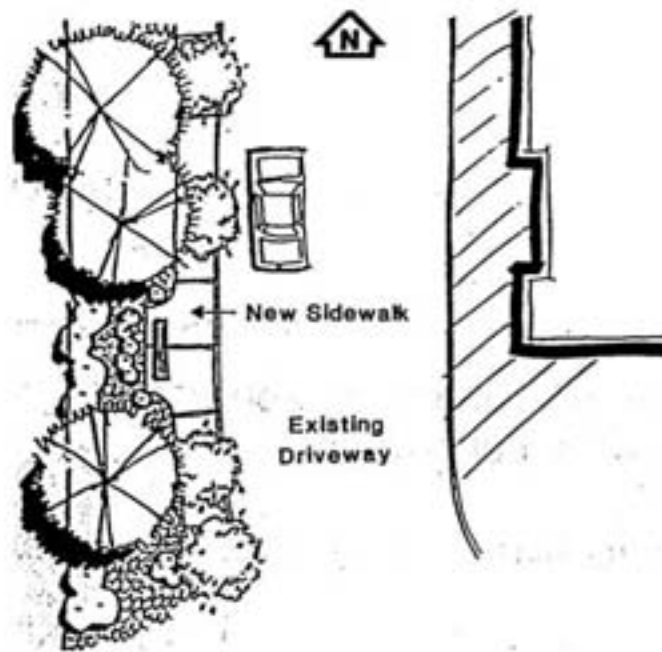
**Mission Grove Office Park
Development Criteria Summary**

Atlas Specific Plan

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FIGURE





Add Sidewalk at Edge of Driveway

5. King's Inn

The site is presently entirely hotel and related uses. The Atlas Specific Plan proposes no new structures or uses, only site improvements and landscaping. The only improvements made will be for the purpose of better integrating the site to the proposed streetscape improvements of Hotel Circle South and the other Atlas Specific Plan area properties. Figure 55 illustrates the proposed site improvements for the Kings Inn site. Figure 56 illustrates the open space criteria. Figure 57 illustrates the circulation concept and criteria. Figure 58 presents a cross-section through the site. Figure 59 summarizes certain development criteria.

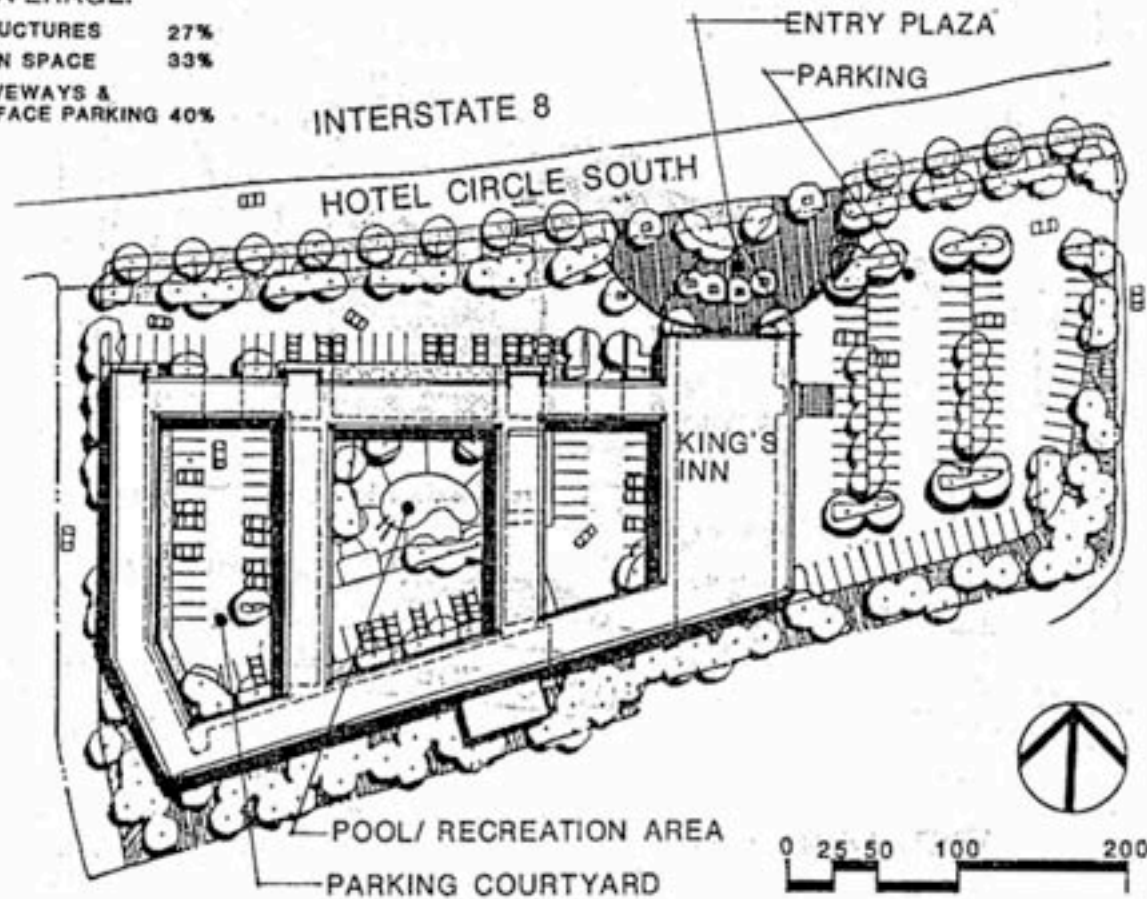
The following design criteria shall be applied to the King's Inn site:

Criteria:

- o An 8' sidewalk shall be installed along Hotel Circle South. The sidewalk shall be separated from the public street by a 6' wide landscaped parkway which will be planted with the appropriate street trees.
- o A pedestrian link or connection shall be made between the lobby of the hotel and the sidewalk within the Hotel Circle South streetscape. Where this pedestrian linkage must cross a parking area it shall be constructed of a paving material which is consistent with the pedestrian sidewalks or hotel entry paving to provide a definite contrast to the parking area paving.

BUILDING HEIGHT: 27'
 TYPE OF USE: COMMERCIAL/ RECREATIONAL
 TOTAL SITE ACREAGE: 3.67 AC
 GROSS FLOOR AREA: 72,888 SF
 LOT COVERAGE:

STRUCTURES	27%
OPEN SPACE	33%
DRIVEWAYS & SURFACE PARKING	40%



Kings Inn
Schematic Site Plan
 Atlas Specific Plan

55
 FIGURE



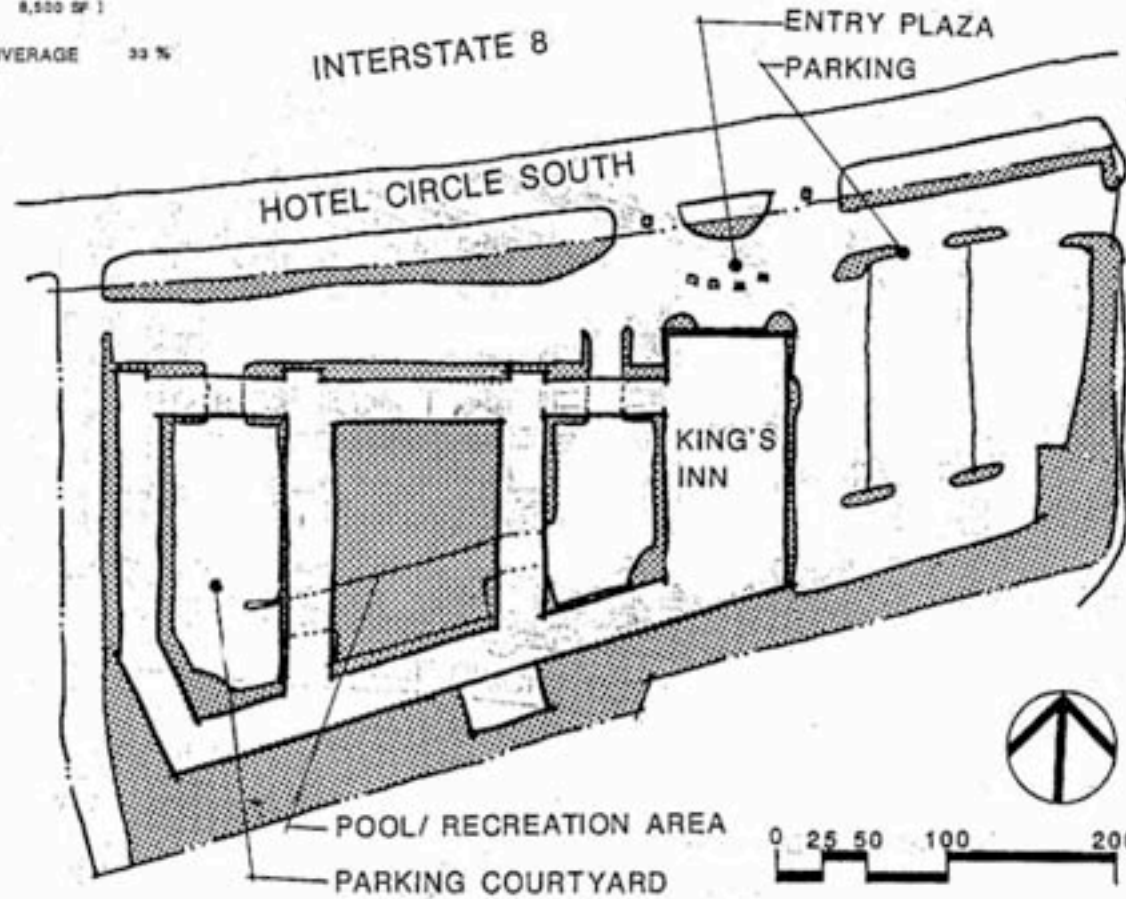
OPEN SPACE LEGEND

PROJECT 53,200 SF

(LANDSCAPE 44,700 SF)

(PLAZA 8,500 SF)







OPEN SPACE COVERAGE 33 %



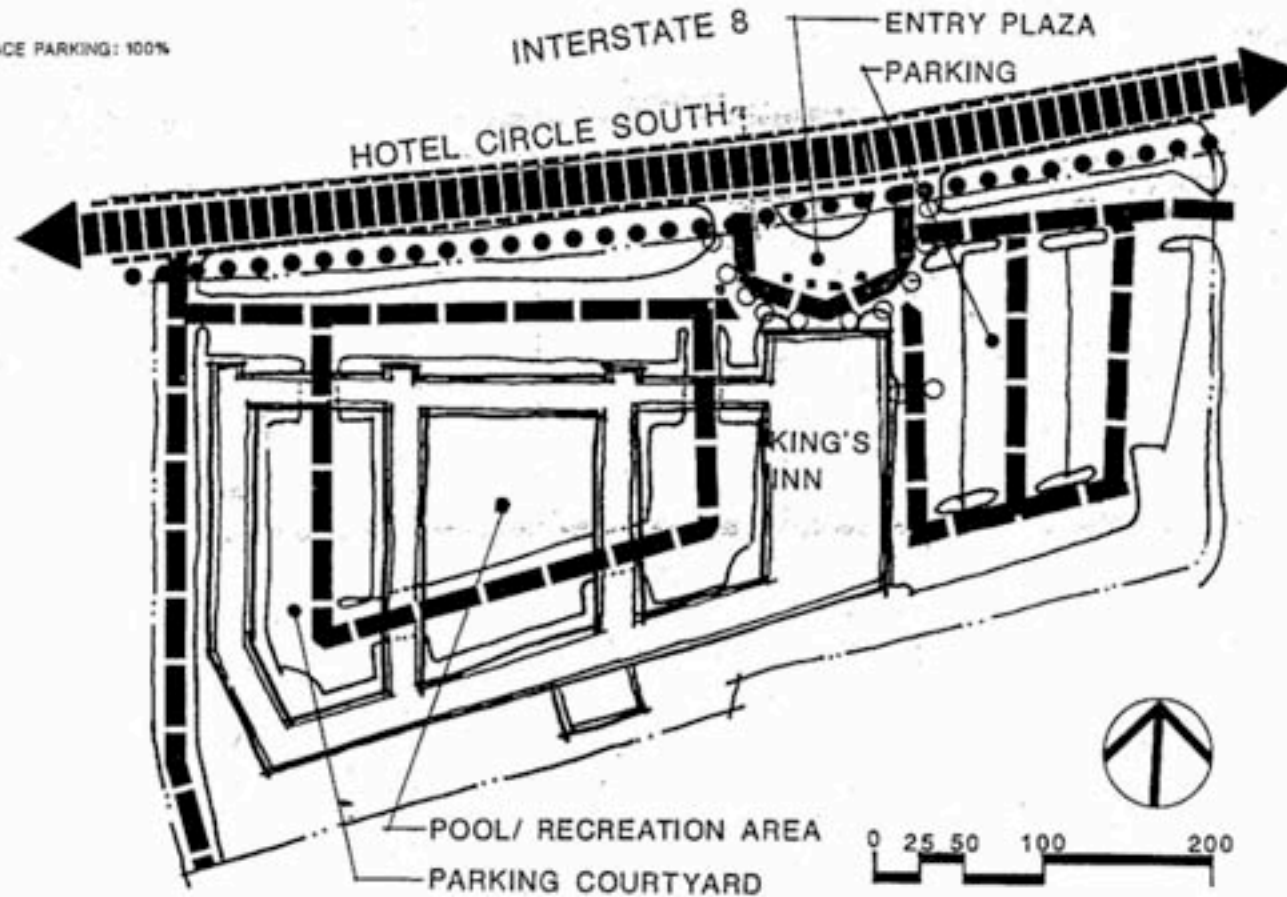
Kings Inn
Conceptual Open Space Site Plan
Atlas Specific Plan



CIRCULATION/STREETSCAPE LEGEND

4-LANE COLLECTOR ROAD	
VEHICULAR TRAFFIC	
PEDESTRIAN/STREETSCAPE	
6' PARKWAY, 8' SIDEWALK	
BICYCLE LANE	
PEDESTRIAN	

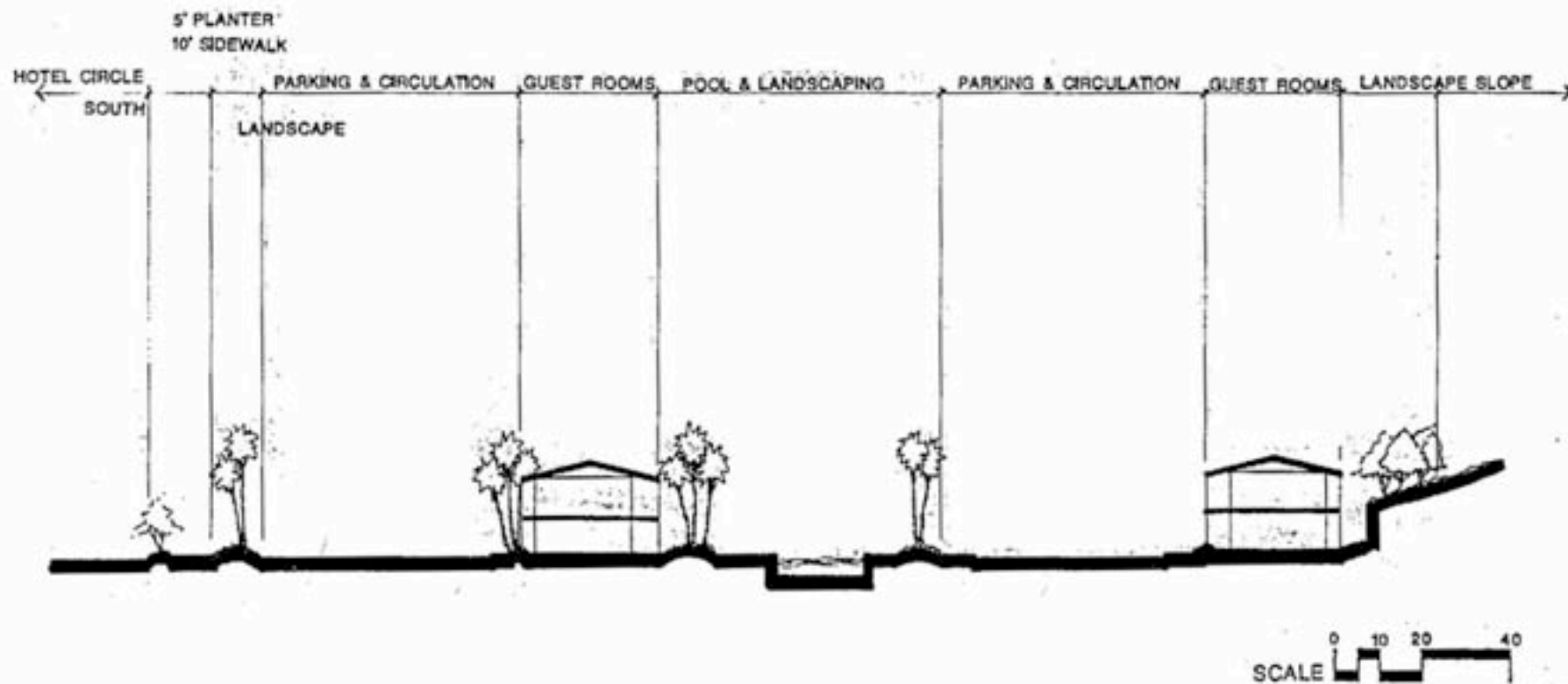
SURFACE PARKING: 100%



Kings Inn
Circulation and Streetscape Site Plan
 Atlas Specific Plan

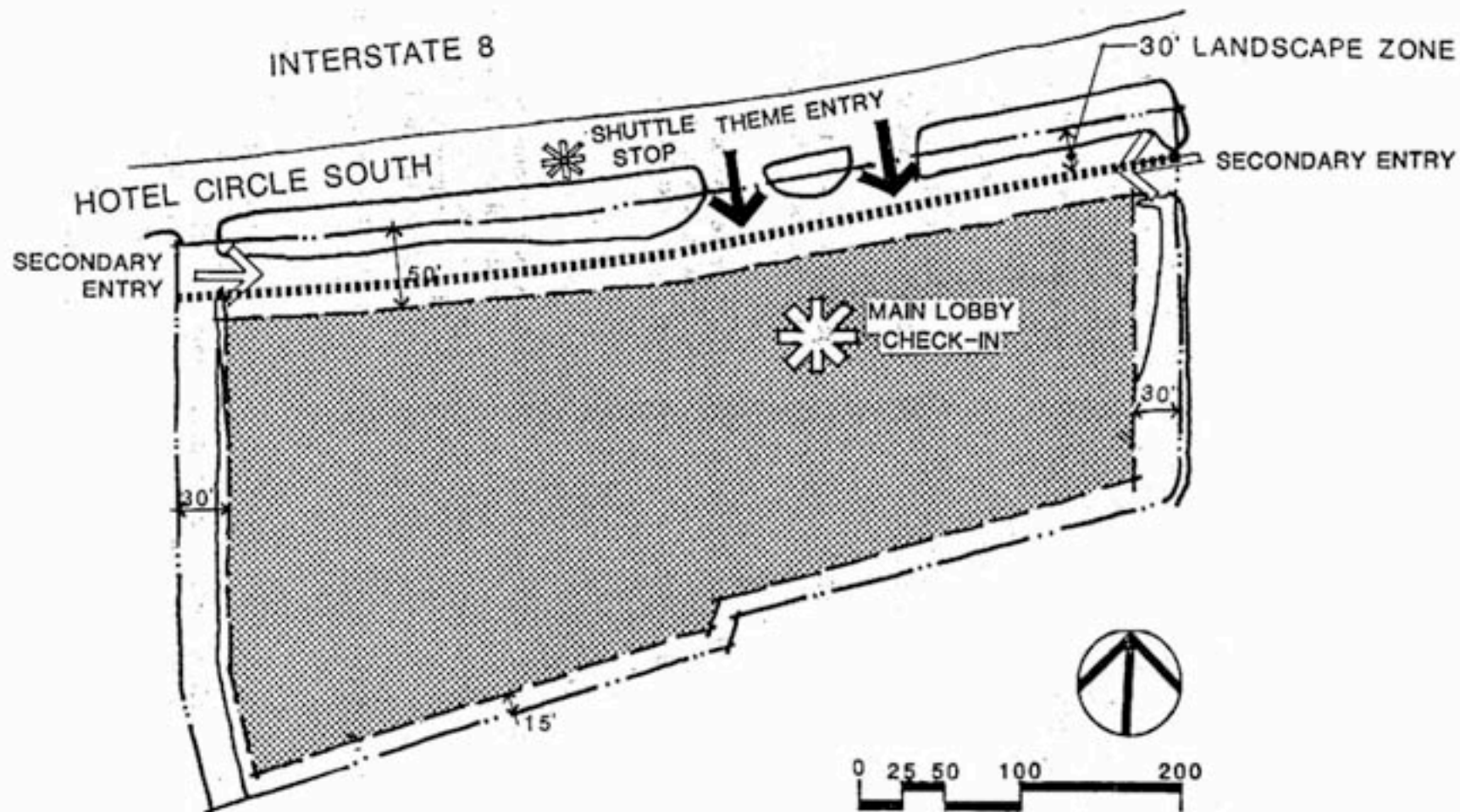
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 FIGURE





Kings Inn
North/South Site Section
 Atlas Specific Plan





Kings Inn
Development Criteria Summary
 Atlas Specific Plan



- o The parking area shall be screened from Hotel Circle South by utilizing berms and plant material. However, care shall be taken to not screen the hotel from vehicular view.
- o A theme entry shall be provided near the main lobby entrance. The theme entry shall consist of enhanced paving at the entry drive and theme plantings.
- o Plant material, especially trees, shall be added to the existing parking areas. This includes tree wells located between adjacent parking stalls (see conceptual plan). Surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle South) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle South.
- o New plant material shall be added to the slope at the rear of the site.
- o Generally, new plant material should be added to the entire site to better integrate with the streetscape theme and comply with the previous planting guidelines.
- o An intra-valley shuttle stop shall be located near the theme entry at the lobby or within an expanded sidewalk paving section within the Hotel Circle South streetscape.
- o A 30' wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle South. Parking lots or structures shall not be permitted in this landscaped buffer area, except as described and illustrated in this Specific Plan.

6. Mission Valley Inn

Improvements to this site will include 96 additional hotel rooms, banquet facilities, and landscaping. Figure 60 illustrates a schematic site plan for the Mission Valley Inn site. Figure 61 illustrates the open space and view corridor criteria and Figure 62 is a circulation and streetscape site plan. Figure 63 presents a cross-section through the site. Figure 64 summarizes certain development criteria.

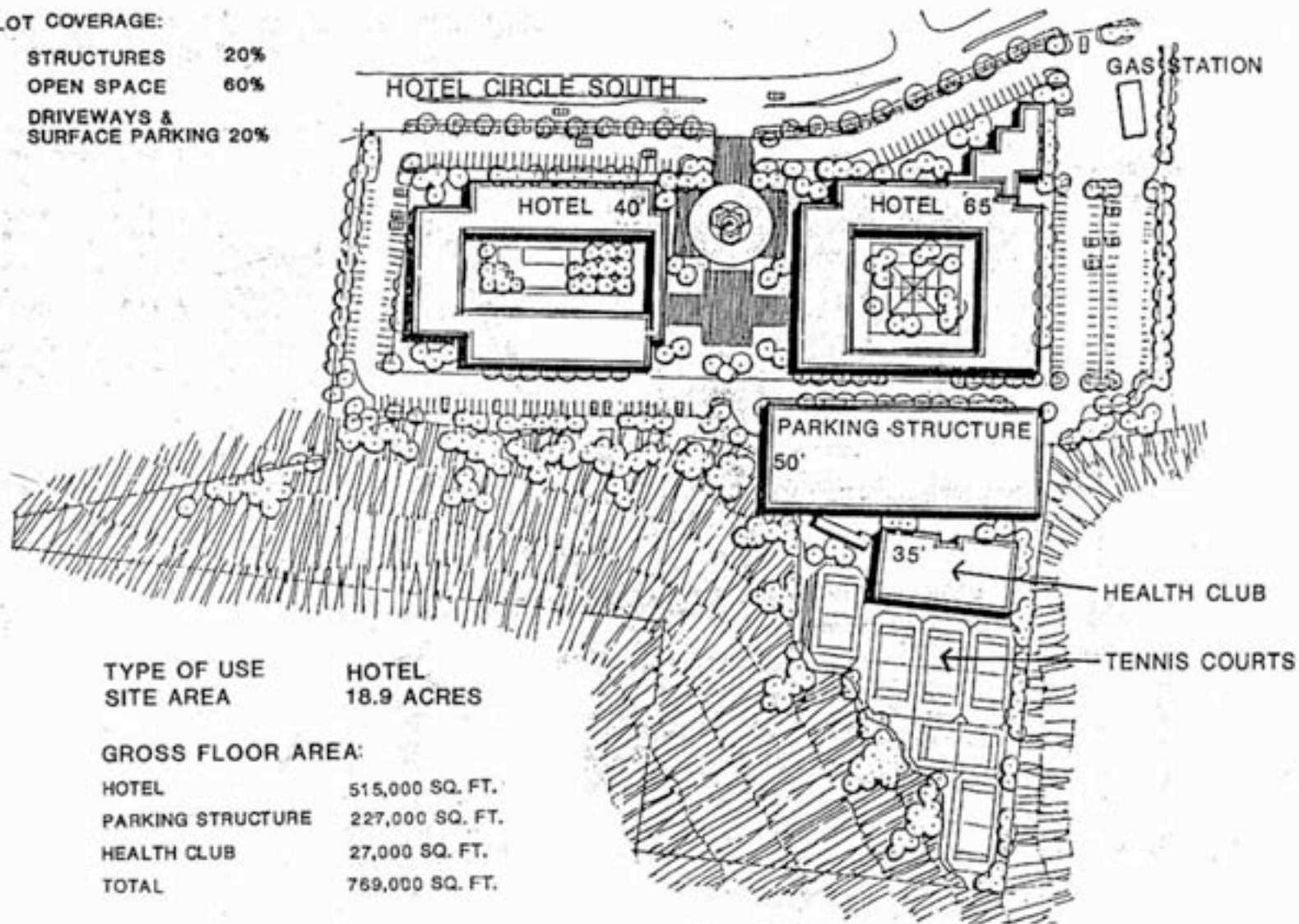
The following design criteria shall be applied to the Mission Valley Inn site:

Criteria:

- o A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle South) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle South.
- o Parking on the roofs of structures shall be restricted. A minimum of 30% of the parking structure roof shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures.
- o A 30' wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle South. Parking lots or structures shall not

LOT COVERAGE:

STRUCTURES 20%
 OPEN SPACE 60%
 DRIVEWAYS &
 SURFACE PARKING 20%



TYPE OF USE
 SITE AREA

HOTEL
 18.9 ACRES

GROSS FLOOR AREA:

HOTEL	515,000 SQ. FT.
PARKING STRUCTURE	227,000 SQ. FT.
HEALTH CLUB	27,000 SQ. FT.
TOTAL	769,000 SQ. FT.



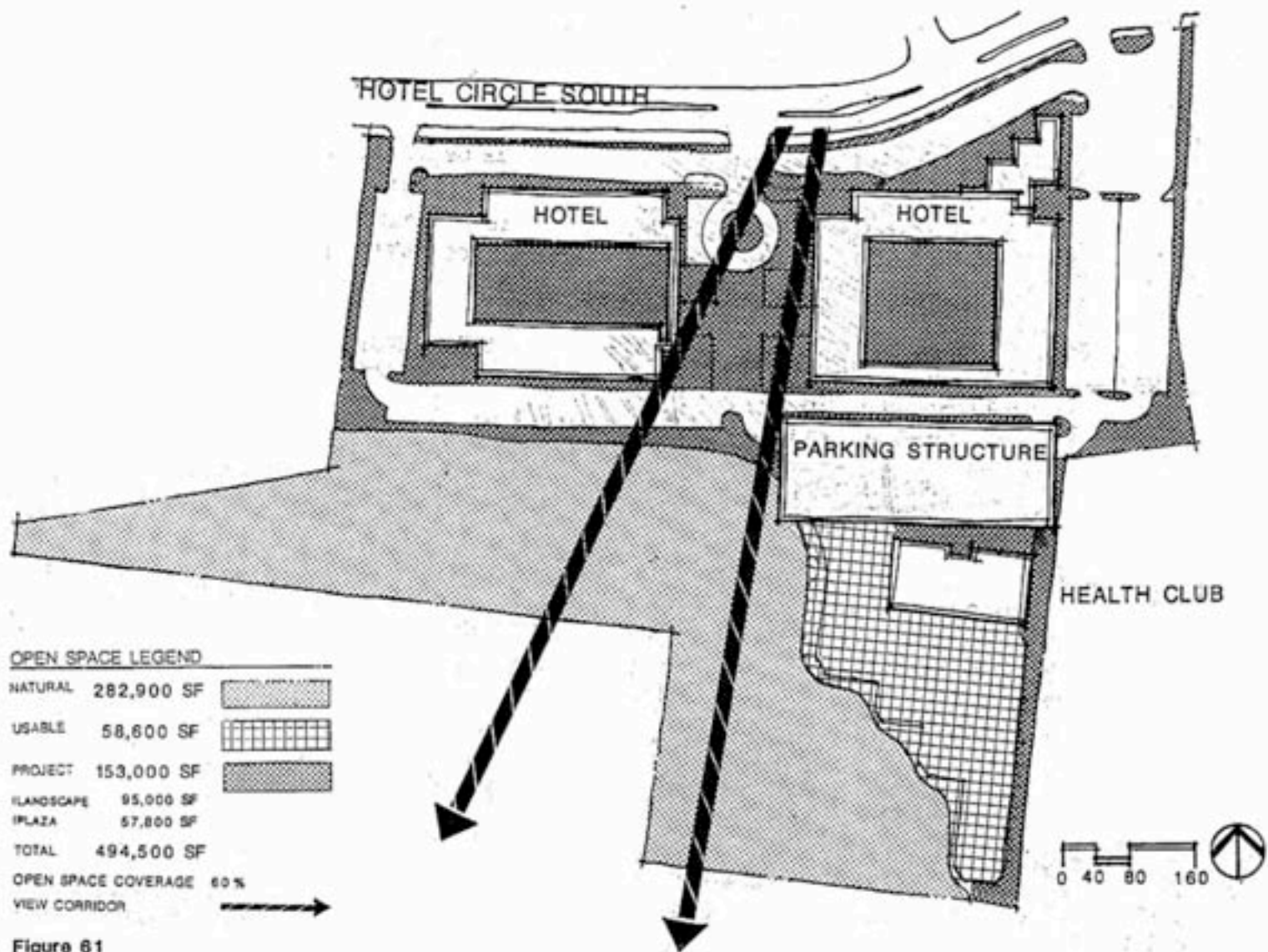
**Mission Valley Inn
 Schematic Site Plan**

Atlas Specific Plan

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FIGURE





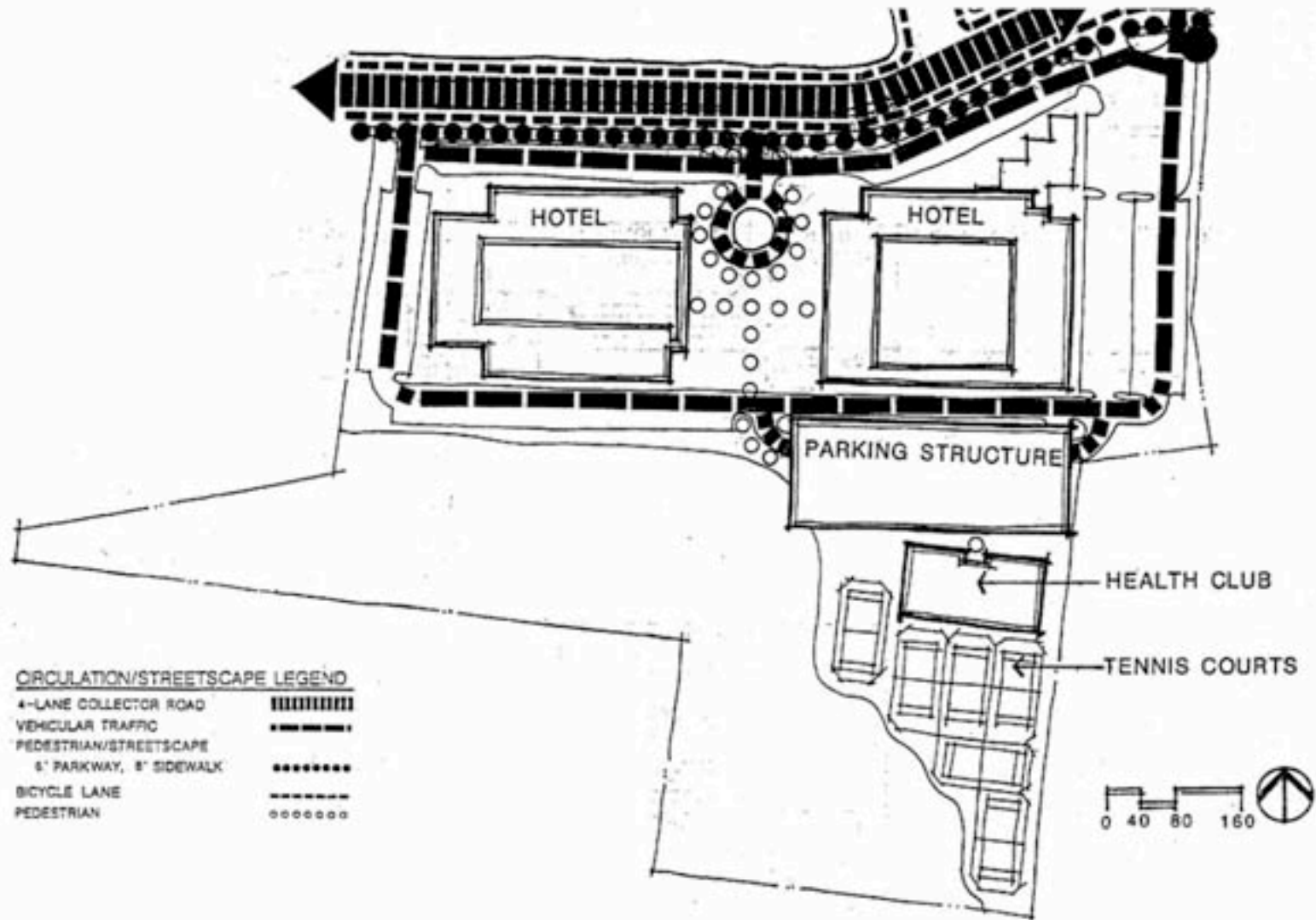
Mission Valley Inn Conceptual Open Space Site Plan

Atlas Specific Plan

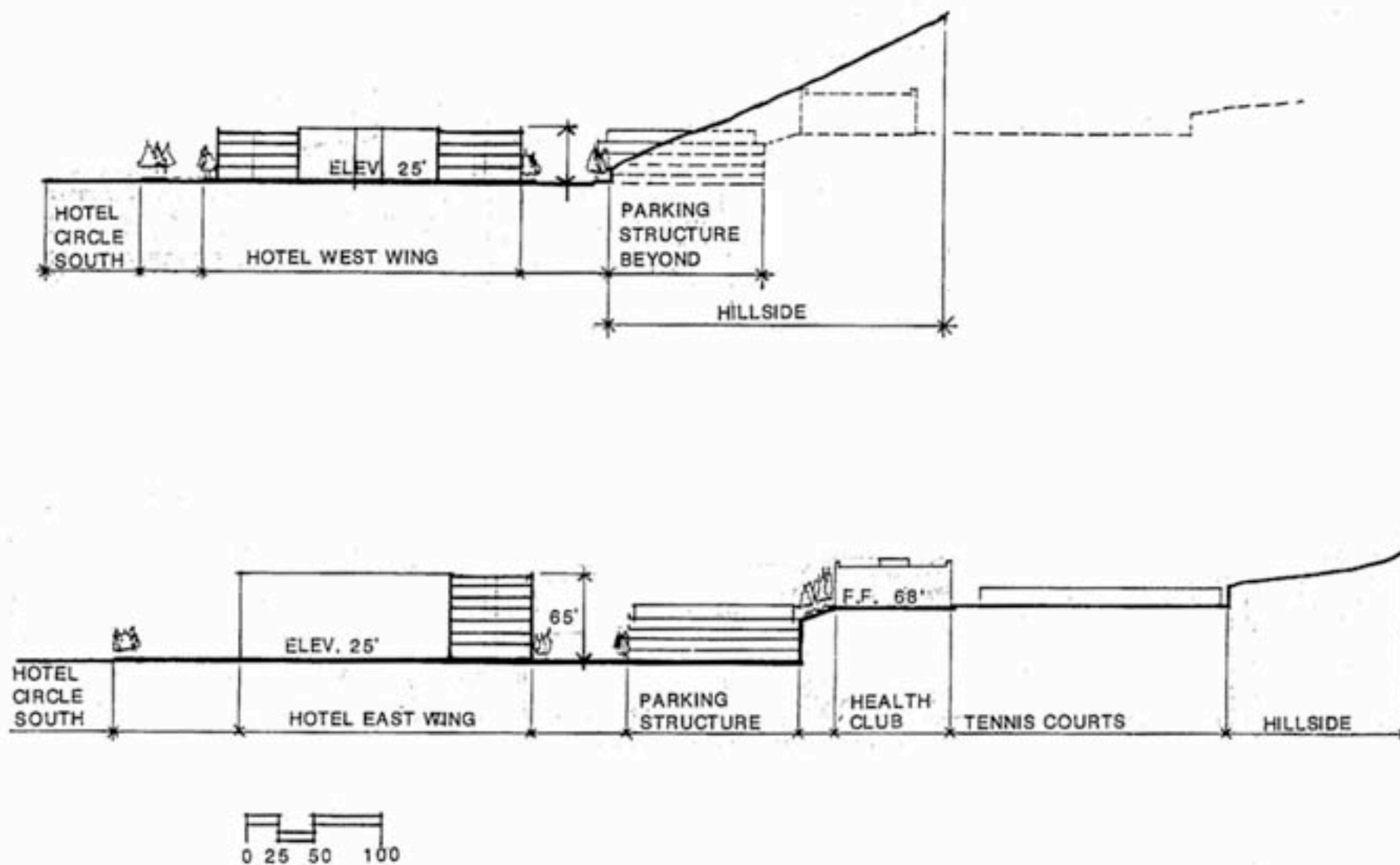
61

FIGURE





Mission Valley Inn
Circulation and Streetscape Site Plan
 Atlas Specific Plan



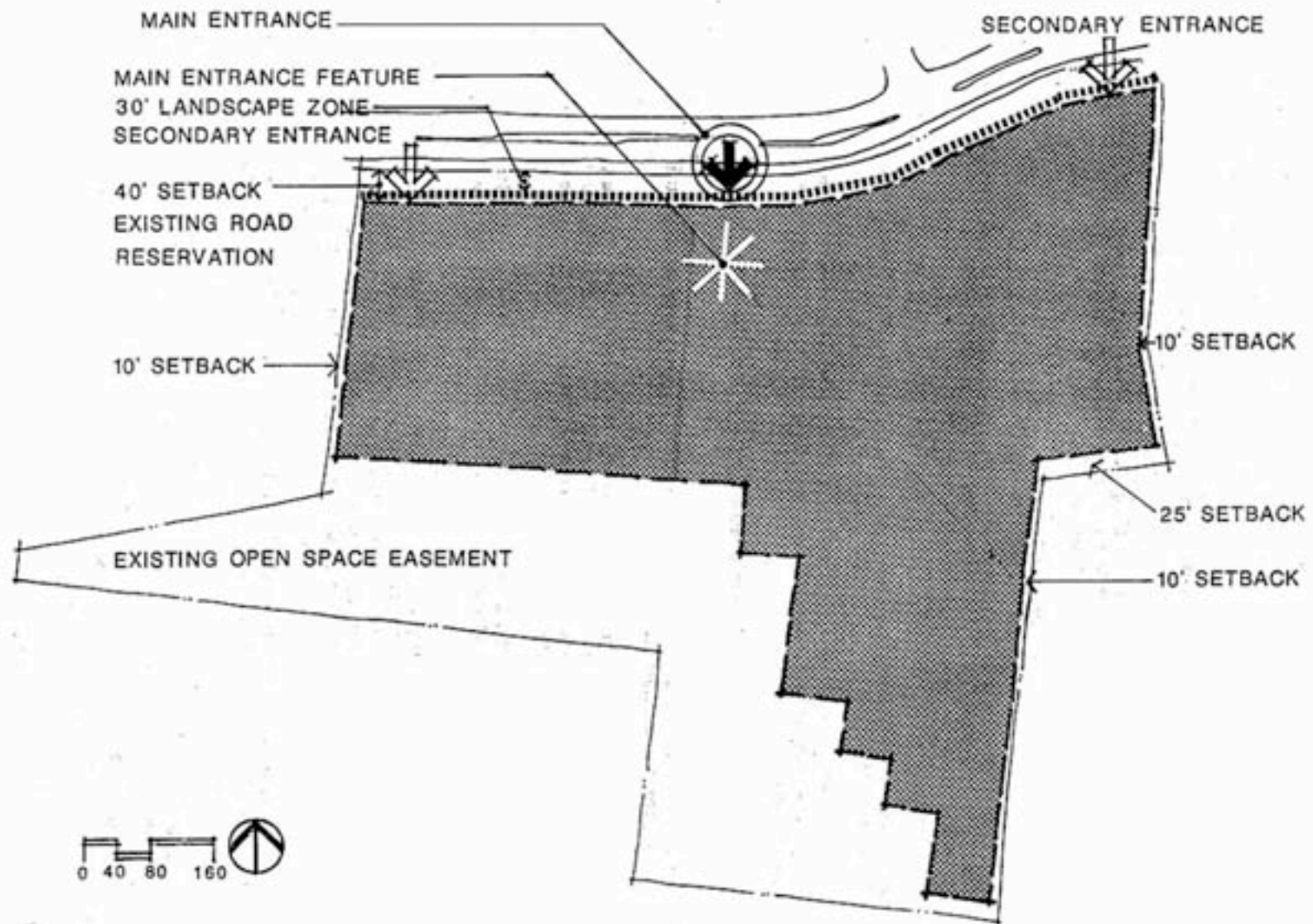
**Mission Valley Inn
North/South Site Section**

Atlas Specific Plan

63

FIGURE





Mission Valley Inn
 Development Criteria Summary
 Atlas Specific Plan



be permitted in this landscape buffer area except as described and illustrated in this Specific Plan.

- o An 8' wide sidewalk shall be installed along Hotel Circle South. The sidewalk shall be separated from the public street by a 6' wide landscaped parkway planted with the appropriate street trees.
- o A pedestrian link or connection shall be made between the pedestrian plaza at the center of the site and the 8' wide sidewalk within the Hotel Circle South streetscape. Where this pedestrian linkage must cross a parking area it shall be constructed of a paving material which is consistent with the pedestrian sidewalk and plaza and provides a definite contrast to the parking area paving.
- o A theme entry and pedestrian plaza shall be provided near the center of the site at the hotel lobby.
- o An intra-valley shuttle stop shall be located near the theme entry at the lobby or within an expanded sidewalk section in the Hotel Circle South streetscape.
- o The existing structures shall be refurbished to conform with the architectural design of the new buildings.
- o Focal points should be provided at the major circulation nodes from the parking areas to the hotel areas.
- o Natural hillsides steeper than 25% shall remain undisturbed except for any necessary planting needed for screening. Planting within hillside areas shall be limited to the use of drought-tolerant native plants which are compatible with existing hillside vegetation.
- o Site development architectural design and landscape design shall comply with the requirements of the Mission Valley Community Plan Implementation Program.
- o In general, the landscaping throughout the site shall be revised to better integrate with the proposed streetscape and planting criteria previously mentioned and shall comply with the requirements of the Mission Valley Community Plan Implementation Program where consideration of increased building heights adjacent to the southerly slopes of Mission Valley is concerned.
- o The parking area along Hotel Circle South shall be screened from vehicles on Hotel Circle South while maintaining a clear view of the hotel and especially the lobby.